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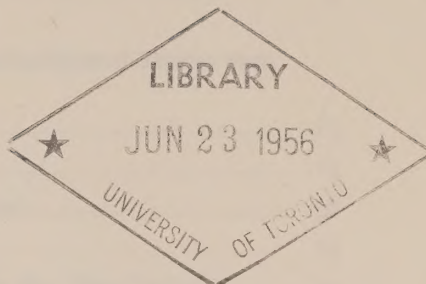
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MOTOR TRANSPORT TRAFFIC STATISTICS

PROVINCE OF MANITOBA

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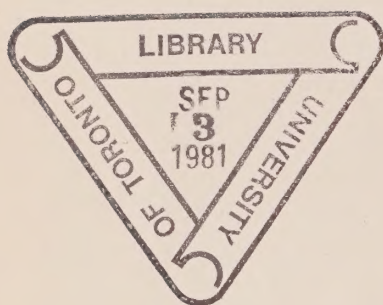



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INTRODUCTION

Although the Dominion Bureau of Statistics has been collecting and publishing financial and operational statistics of Motor Carriers since 1941, this is the first detailed report on Motor Transport Traffic Statistics published in Canada. The statistics are presently confined to the Province of Manitoba but subsequent reports will have a progressively wider coverage until the whole of Canada is included.

As far as is known, Canada is the only country which utilizes the technique of continuous Sample Surveys to provide current statistics on Motor Transport Traffic. Many countries, among them Italy, Switzerland, Britain and the United States conduct surveys periodically, but none has so far adopted this method on a continuing basis.

The statistical concepts of sampling are relatively simple, even as applied to Motor Truck

Transportation. However, the practical organization of surveys can present difficulties which may be insurmountable in most countries, or which at least, would be extremely expensive to overcome. Thus the desire and need for Motor Transport Traffic Statistics must be balanced against the expense of providing them.

In Canada the practical difficulties of such a statistical program are considerable. Motor transportation is a provincial responsibility and this necessitates dealing with ten separate motor vehicle licence registration authorities. Furthermore, methods of licensing vary considerably from one province to another, complicating the method of sample selection. However, this and other difficulties have gradually been overcome so that it is now only a matter of time until Motor Transport Traffic Statistics will be available for all provinces.

The Need for Road Transport Statistics

The demand for these data arises primarily from the spectacular growth of trucking in the years since the second world war. By its very nature, motor transport is an extremely difficult branch of economic activity for which to develop adequate statistics. The industry is composed of a few large firms and many small ones. Much of the traffic moves over relatively short distances, and the average shipment is small. Also, more than half the truck traffic on city streets and rural roads is performed by private truckers carrying their own goods. Bookkeeping methods and detail recorded by many truck operators fail to provide all the data that is necessary to understand the operations of this industry. All of these factors tend to complicate the task of calculating such traffic statistics as tons carried and ton miles performed.

Nevertheless the growth of this industry (using the term "industry" to denote all forms of trucking whether public or private) and its significance in relation to the economy as a whole have emphasized the need to undertake what, in the beginning, looked like an almost impossible task. Various levels of government as well as many private interests and organizations are interested in the growth of trucking and are anxious to have statistics relating to its size and importance. These interests may be briefly summarized as follows.

Federal Government: Transportation is a relatively more important economic element in Canada than in many other countries. Canada's national

problems of political unity, social integration and economic development have all been bound up with transportation to a degree unmatched in any western country. That it has been, and continues to be a subject of great national importance is apparent from the fact that no less than six Royal Commissions have reported on the subject since Confederation.

1. The Drayton Acworth Commission—reported April 25, 1917.
2. The Duncan Commission—reported September 23, 1926.
3. The Duff Commission—reported September 13, 1932.
4. The Rowell Sirois Commission—reported May 3, 1940. (transportation among other matters).
5. The Turgeon Commission—reported February 9, 1951.
6. The Turgeon Commission—on Agreed Charges—reported February 21, 1955.

The 1951 Royal Commission noted the growth of trucking and its effect on the Railway industry. It recommended Federal control of interprovincial and international trucking under the Board of Transport Commissioners. It was apparent that Federal regulation of any part of the trucking industry would not be possible without adequate traffic and oper-

ating statistics. During the hearings it became evident that without adequate motor transport statistics it was very difficult to assess the real impact of truck competition on rail traffic, or to even obtain an estimate of total truck traffic that both railway and truck interests could agree on. Because of the complex nature of rail and road transport competition which is an element of considerable importance to the economic future of both modes of transportation, it has become a matter of necessity to measure, with reasonable accuracy, the amount of transportation being performed on highways by trucks and buses.

Provincial Governments: Regulation and taxation of truck and bus operators and the provision of roads and streets for them to operate on are provincial responsibilities in Canada. The economic development of many areas and industries is directly dependent on the availability of highway transportation and is reflected in the growth of that industry. Highways built where they are most needed will produce the maximum benefits. Availability of Motor Transport Traffic Statistics is a prime necessity in planning the most efficient and economical application of road and street expenditures.

Municipal Governments: Municipalities have many of the same interests and responsibilities in the matter of road and street traffic. Cities, towns and villages depend largely on truck transportation to link their industries and to carry their commerce. At the same time this increasing dependence on

motor transportation has created enormous traffic problems which must be solved if municipalities are to continue to thrive and grow.

Trucking Associations: One of the first organizations to become concerned about the lack of Motor Transport Traffic Statistics was the Canadian Trucking Associations. The rapid growth of trucking in Canada made it inevitable that pressure would build up on the part of the national association of truckers for statistics concerning this increasingly significant segment of the whole transportation industry. The Canadian Trucking Associations was anxious to understand and to interpret for itself and for the public at large, the fundamental changes which have taken place in the transportation industry; changes which are as yet imperfectly understood because of our inability to measure them in accurate quantitative terms.

Other Users: An accurate statistical picture of motor transport traffic would assist automobile and truck manufacturers, tire manufacturers and fuel companies to assess the market potential available to them in the motor transport field. Continuous statistics showing the growth trends of the various parts of the motor transport industry would be valuable to other industrial concerns which depend for part or all of their business on truck and bus operations, and as well to the companies within the industry as a means of comparing their results with those of the industry as a whole or with those performing the same type of operation.

HISTORY OF MOTOR TRANSPORT STATISTICS IN CANADA

Motor Carrier Statistics: In 1941 the Bureau commenced the collection of certain Motor Carrier Statistics, which fall short of current requirements in four ways.

1. The coverage is limited in that these statistics apply only to common carriers of freight, that is, to companies engaging in common carrier hauling by truck on a for hire basis. This leaves a larger part of the interurban traffic unaccounted for statistically; the part being performed by private operators hauling their own goods, contract carriers, and by farmers.
2. The range of statistics obtained on a "Carrier" basis is restricted to certain financial and operating data on a company basis. Comprehensive traffic statistics including the directional movement of commodities by trucks across provincial or international boundaries are lacking as is also data on highway use and the breakdown of operations between rural and urban areas.
3. The Bureau has experienced considerable difficulty in obtaining motor carrier statistics owing to the reluctance or inability of many firms to report the information requested. Figures which have been published,

therefore, represent only an indeterminate part of the industry. An attempt is presently being made to obtain "Carrier" figures on a sampling basis so that more complete industry figures can be provided.

4. Owing to the length of time necessary to obtain sufficient carrier returns for the report, there is generally a considerable time lag in the publication of the statistics. One of the aims of the Bureau is to reduce this time lag substantially.

As a result of the need for traffic data and the complexity of the field of motor transport statistics, it was decided to obtain truck traffic statistics by means of a scientifically designed random sample. It was consequently decided to adopt a vehicle sample and collect figures on the basis of individual vehicles operating, rather than by carriers. This program lent itself to the use of sampling techniques as they had been applied in sample studies conducted in Switzerland and Britain. Furthermore, it became obvious that the sample approach would have to be tried if such detailed statistics as ton miles, and passenger miles were to be obtained. The conclusive argument in favour of the vehicle sample method was the desire to include statistics

of all forms of trucking as well as that performed by common or for hire carriers. These would be impossible to obtain under any other method.

Once a statistical sample survey was decided upon, steps were taken to secure the co-operation of the Provincial registration authorities, whose records constituted the only practical source of up-to-date vehicle registration data from which a sample could be chosen.

The Conduct of a Pilot Survey – Choice of Test Province: The first major step was taken in 1954 when Manitoba was chosen as the province in which to conduct a pilot survey. Manitoba was believed to be an ideal starting place for the following reasons:

The degree of co-operation provided by the Provincial licensing authorities made it possible to choose successive samples from Provincial registration records, thus assuring up-to-date mailing lists.

The system of registration was on functional lines which made it possible to choose the sample in a particularly efficient way from a statistical point of view.

The province is not so large as to involve undue risk in undertaking a major experiment, nor is it so small as to constitute an inadequate test.

General Description of the Sample: The four licence classes in the province, T, FT, PSV and CT, correspond to an urban, farm, for hire and private breakdown, considered desirable as a basis for the presentation of truck traffic statistics. It was decided to stratify each of these classes by gross vehicle weight since many statistics have a special relevance to the size of the vehicle, e.g. miles per gallon. The six weight groups selected were: 0-2½ tons; 2½-5 tons; 5-7½ tons; 7½-10 tons; 10-15 tons; and over 15 tons. An important consideration was that such a stratification would permit any given sample ratio to yield more than that proportion of vehicle capacity in the final sample. For example, the over-all sample ratio decided on was 20%. However, the proportions selected by weight groups varied from 5% in the lowest weight group, to 100% for the largest vehicles. This tended to improve reliability since the higher sample ratios were concentrated amongst the vehicle classes having the smallest number and the most diversified type of operations. By distributing the sample in this way, an over-all 20% ratio was made to represent approximately 45% of the capacity of all the vehicles registered.

At the same time, it was decided to split the yearly sample of 20% into six bi-monthly subsamples to be surveyed every two months, thus giving the effect to seasonal variations in truck operations. To make sure that each subsample represented current registrations in force, it was decided that each subsample of approximately 3 1/3% would be selected independently just prior to the subsample

survey, and that each vehicle would be coded as picked, so that it could be excluded from subsequent surveys. In that way, no particular vehicle was to be included in more than one survey per year, although a company with several vehicles would probably have trucks in every survey. The Appendix shows the over-all sample size to total truck population as well as the number of questionnaires returned complete, incomplete, non-response and the number of trucks not used.

It was decided that each survey would be conducted for the period of one week. The operator of each vehicle selected in the sample, was asked to complete a questionnaire on that vehicle's operations for the specified week. Sample results then had to be expanded to represent not only the work done by the whole vehicle population, but also the work performed in a two month period instead of just one week. In theory at least, any average week in the two months would have been satisfactory, but from the point of view of the administration of the survey it was essential to designate a particular week.

Statistical Considerations: The object of undertaking a sample survey was to cut down the amount of work involved in a complete census of the motor transport industry, an undertaking which would have been impracticable because of the enormous size and complexity of the job. However, once it had been established that the survey was to be undertaken on a sample basis, there was considerable variation possible in the actual size of the sample selected. The first consideration is the degree of accuracy that is desired in the results. In this case planning was on the basis of an acceptable error of 5%. Taking into account the homogeneity of the population, the numbers of vehicles in each weight category, the anticipated seasonal variations, the variety of work performed by the various trucks, and the anticipated rate of response, it was decided that for the pilot survey a 20% sample would be adequate. For farm trucks where the number of vehicles is relatively large, and where the range of vehicle size and type is relatively limited, the over-all sample ratio was reduced to 10%. That is, in every weight group the percentage of farm trucks selected was only one half that of the other licence categories. After several bi-monthly surveys had been completed, a further analysis was undertaken to determine whether the level of reliability was within acceptable limits considering the results achieved. As a result of this analysis, it was decided, to cut down the Manitoba sample to about 15% of the population, with no differential for farm trucks. It was found, for instance, that because farm vehicles are smaller on the average than other classes, the effective over-all sample ratio would be less in any case. In addition, the response rate for farm vehicles is less than for other groups so that the same sample ratio yields proportionately fewer usable returns.

Statistical Limitations: With any stratified sample, the most accurate results are those reported

for the whole sample, rather than for any part of it. Furthermore, the accepted accuracy limitations above apply to the total results for major items, rather than to any breakdown of those totals. In motor transport traffic surveys therefore, yearly totals for all sizes and classes of truck operations will be the most reliable. Next in reliability will be those breakdowns to which the largest portion of the sample applies. For example, miles per gallon will be much more accurate for gasoline trucks than for diesel trucks, simply because over 99% of all trucks reporting in the sample are gasoline powered. In fact, one would expect that diesel miles per gallon would tend to be very unreliable since there are so few diesel vehicles in any licence or weight group. Similarly, specific statistics for any individual group, licence category or individual survey will be less reliable than the same item reported for all weight groups, all licence categories or all surveys. Furthermore, such things as vehicle operating averages, which will not show great changes from one year to the next, can be improved by comparing one year's results with the next and so on. The fluctuation in diesel mile per gallon results, for example, would be largely eliminated if one could average the results for five or ten years or more.

That is why in many cases certain data breakdowns are not given even though they may have considerable interest. We might wish, for example, to take the miles per gallon as reported by PSV trucks over 15 tons gross weight, and show the results by model or make of vehicle as a matter of interest. Such comparisons would, of course, be very unreliable owing to the small number of reporting units in each category. Consequently, with certain exceptions in the case of statistics to which very great interest attaches and where these statistical limitations are understood, the only results which are being published are those for which a reasonable degree of accuracy is obtained. Exceptions to this rule are noted as they occur.

Expansion Factors: As noted previously, results of individual weekly surveys had to be "expanded" to represent the total truck or bus population and the total period covered. Generally speaking this expansion was achieved by multiplying the sample results by the inverse ratio of the sample to the population and by the ratio of two months to one week. For example, since there are 8.7 weeks in a two month period, time expansion was achieved by multiplying by 8.7 in all cases. Expansion on the basis of the relative size of sample and population was not so simple because the ratio varied with every survey classification for which results were being prepared. There are also complicating factors associated with the breakdown of the gross sample into the various categories of response.

Interesting operating ratios can be obtained by dividing aggregates by other aggregates. These can be calculated on a weekly, bi-monthly or yearly basis. Following are some examples:

| | |
|--|--|
| $\frac{\text{Ton miles operated}}{\text{Total miles operated}}$ | Average tons per = mile (or average load) |
| $\frac{\text{Total ton miles produced}}{\text{Total tons carried}}$ | Average miles per = ton (or average journey) |
| $\frac{\text{Total Revenue Earned}}{\text{Total ton miles performed}} \\ \text{(Only trucks reporting revenue)}$ | = Average return per ton mile |

In similar fashion many other interesting ratios may be obtained, some of which do not have too widespread an interest and hence have not been calculated for inclusion in the published statistical tables. It is suggested that if anyone wishes to obtain a particular ratio not already calculated, they contact the Transportation and Public Utilities Section of the Dominion Bureau of Statistics to make sure that their intended procedure will give the results desired.

Extension of Surveys to Other Provinces

After the first year it was apparent that surveys in Manitoba and in other provinces could be undertaken on a quarterly rather than a bi-monthly basis, with little loss of seasonal variability. This report of the first six bi-monthly surveys of Manitoba trucking covers the 12-month period ending June 30, 1955. Subsequent surveys undertaken in that province are on a quarterly basis.

Very early in the first year of the Manitoba Surveys it became apparent that the technique of statistical sample surveys was feasible and that satisfactory Motor Transport Traffic Statistics

could be gathered on this basis. At one time it was feared that it might be necessary to resort to personal interviews to explain and complete the questionnaires. As soon as the feasibility of the mail survey method was established, plans were drawn for the extension of the survey to other provinces, with the result that Motor Transport Traffic Surveys are now being carried out and established on a regular basis in Ontario, Manitoba, Saskatchewan, Alberta and British Columbia and arrangements are being completed to extend the surveys to the remaining provinces.

Provincial Uniformity of Motor Vehicle Registration Classifications

One of the greatest problems with which the administration of Motor Transport Surveys must contend is the diversity and complexity of motor vehicle registration systems from one province to another. Not only are motor vehicle registration procedures and vehicle classes different but in very few provinces is it possible to accurately break down registrations into the four classes—Urban, Farm, Intercity for hire and Intercity private. This means that for the present very few provinces will be able to make direct comparisons between their own registration figures and the traffic statistics published by DBS. It also means that until provincial registration practice is on a uniform basis, DBS will have the problem of arbitrarily adjusting

on the basis of available information, the individual registration classes so they will meet statistical requirements. This problem will, however, become increasingly important and should be the object of discussions between the Bureau of Statistics and officials of the various provincial registration departments.

In the case of Manitoba where the registration of motor vehicles conforms reasonably well to the four required classes, vehicles were divided on the basis of predominance of operations since in this case such procedure resulted in relatively little inaccuracy.

REVIEW OF SURVEY RESULTS

The Motor Transport Traffic Statistics presented in this report have been obtained by conducting six bi-monthly sample surveys in the Province of Manitoba over the twelve month period July 1, 1954 to June 30th, 1955. The results of each bi-monthly sample survey were expanded or "blown-up" to represent the total performance of all trucks registered in the province as at the time each individual survey was conducted. As each survey was for a seven-day period only, the results were also used to determine an estimate of the traffic performed for a period of two months. The expanded data for each of the six surveys were then added together to obtain total provincial estimates for the twelve month period.

The statistical data obtained from these surveys have been divided into five parts or sections according to type of traffic. Section I contains estimates of the performance of all Manitoba registered trucks regardless of the place where operations were carried out. In other words, traffic performed by Manitoba registered trucks both within and outside the province is presented in Section I. Section II presents estimates of traffic performed by all Manitoba registered trucks within the boundaries of the province only. Section III provides data relating to the operations of Manitoba registered trucks engaged in interprovincial and international traffic. Sections IV and V contain estimates of the traffic performed by Manitoba registered buses, and the data are shown as in Sections I and II.

All trucks registered in the Province of Manitoba are represented in the statistics except those not engaged in transportation services. For the purposes of this survey, vehicles which were not considered to be engaged in transportation services and therefore excluded from the estimates include tow trucks, cranes, diggers, hearses, ambulances, snowmobiles, farm tractors, bull-dozer, graders and cat-tracks. Also excluded were military and other government-owned vehicles, taxis, passenger

automobiles and those trucks which were permitted to transport goods through the province (or intrastate vehicles) without being required to obtain Manitoba licence plates.

The total number of trucks, excluding the non-transportation vehicles mentioned above, registered in Manitoba as at December 31, 1955 was estimated at 56,896. Of this total, 33,293 or 58.5 per cent were farm-owned trucks used mainly in the growing, servicing, and market activities of the farmer; 19,690 trucks or 34.6 per cent were urban in their operations, travelling primarily within city and town limits; 2,503 or 4.4 per cent were private trucks owned by business and industry in the transportation of their own raw materials and finished goods and merchandise; and, 1,410 trucks or 2.5 per cent were common or for hire carriers.

It is emphasized that this estimate of the total truck population was not used to expand the results of the six bi-monthly surveys. In view of the fact that the truck population varies from day to day throughout the year, the results of each individual survey were expanded to represent the truck population as at the time the survey was conducted. The total truck population was determined by multiplying the number of trucks in each weight group selected in the sample by the inverse of the sample selection ratio. For example, trucks in the 7½ to 10 ton group were selected in the ratio of 1 in 20. The total population was thus determined by multiplying the number of trucks selected in the sample by 20. For these two reasons it is, therefore, not possible to obtain additional averages or ratios, comparable to those shown in this report, by using the truck population as at December 31, 1955.

In the tables presented herein, blanks appear in a number of places. This is due to the fact that no vehicles for these particular weight classifications were selected in any of the six samples which were drawn. It does not necessarily follow that

there are no vehicles belonging to these weight classifications in operation in the province.

Section I: The total number of miles travelled by all trucks registered in the province during the year ending June 30, 1955 amounted to 336,227,822 miles of which 47,288,266 miles or 14 per cent were accumulated by common carriers and 36,494,482 miles or 11 per cent by private intercity trucks. On the average, trucks registered in the province travelled 6,839 miles during the year, 54.7 per cent of which were travelled with a load aboard and 45.3 per cent empty. The average length of journey or the average distance each ton of goods was carried was 22.4 miles. For hire trucks averaged 39,341 miles during the period as compared with an average of 15,676 miles for private intercity trucks and carried a cargo of goods 84.9 per cent of the time as against 68.3 per cent for private trucks. The length of journey of for hire trucks averaged 224.7 miles and of private trucks 50.8 miles.

The consumption of fuel amounted to 34,509,794 imperial gallons of gasoline and 244,569 gallons of diesel oil. The latter figure is not a very reliable one, however, as there was a very small number of diesel trucks included in the survey. Gasoline trucks registered in the province averaged 9.7 miles per gallon.

The volume of goods transported by Manitoba registered trucks intraprovincially, interprovincially and internationally totalled 25,301,034 short tons of which 5,027,640 tons or 20 per cent were carried by farm trucks; 17,624,046 tons or 70 per cent by town or urban delivery trucks; 1,323,026 tons or 5 per cent by private intercity vehicles, and 1,326,322 tons or 5 per cent by common carriers. Ton miles performed aggregated 566,591,330, an average of 11,524 ton miles per vehicle. Although for hire carriers transported only 5 per cent of the total goods carried, the distance travelled was much greater with the result that the ton mile performance of this class of vehicle was considerably higher than for all other classes including urban which transported the great bulk of the goods; 298,087,724 ton miles as compared with 268,503,606. The average load or the average tons per total miles travelled was obtained by dividing the total ton miles performed by the total mileage travelled. If the average load of 1.7 tons for all classes of vehicles appears low, it is because the total ton miles was divided by the total mileage travelled rather than the mileage travelled with load only. The average load in this case would be 3.1 tons.

Total capacity ton miles, which was based on the actual mileage travelled during the year rather than on an estimate of the number of miles the vehicles could travel, amounted to 1,052,953,902 ton miles or an average of 21,416 ton miles per vehicle. Using this estimate of capacity, the percentage of capacity utilized was 53.8 per cent for all trucks and 65.6 per cent for the for hire group.

Total revenue received by common or for hire carriers for all services performed amounted to \$18,178,665, an average of \$15,124 per vehicle. Revenue per ton mile was 6.1 cents whereas revenue per total mile, which was obtained by dividing total revenue by the total number of miles travelled, amounted to 38.4 cents.

Section II: This series presents the total amount of traffic performed by Manitoba registered trucks within the boundaries of the province. In addition to the intraprovincial traffic, it includes that portion of interprovincial and international traffic which was performed on Manitoba streets and highways.

The total number of miles travelled by Manitoba trucks within the province amounted to 315,763,596 miles as compared with the grand total of 336,227,822 miles travelled both within and outside the province. The yearly mileage per truck averaged 6,422 miles as against 6,839. Gasoline consumption within the province totalled 30,860,312 gallons. Gasoline trucks thus averaged 10.2 miles per gallon.

In view of the fact that traffic within the province includes that portion of interprovincial and international traffic which is performed in Manitoba, the total volume of goods carried, 25,301,034 tons, is the same as that shown in Section I. Ton miles, however, totalled 381,023,906 as compared with 566,591,330 ton miles performed within and outside the province; and the average ton miles per vehicle dropped to 7,750 from 11,524. Similarly, the average load per vehicle amounted to 1.2 tons as compared with 1.7 and the average journey within the province was 15.1 miles as against 22.4 miles.

Total revenue received by common carriers for the transportation of goods on Manitoba streets and highways amounted to \$9,299,552, an average of \$7,737 per vehicle and 7.6 cents per ton mile.

Section III: This section presents some statistics on interprovincial and international traffic. Table 11 shows the total amount of goods transported out of Manitoba to other provinces and the United States as well as the volume of goods transported into Manitoba from other provinces and the United States. Of the total tonnage carried out of Manitoba, 250,826 tons or 48 per cent were destined for Alberta, 110,981 tons or 21 per cent were transported to Eastern Ontario and 81,360 tons or 16 per cent to Northwestern Ontario. The majority of the goods brought into Manitoba originated in the same three areas.

Table 12 which shows the number of trucks engaged in interprovincial and international traffic analysed by distance travelled and table 13 which presents statistics relating to this traffic analysed by major commodity classifications are results obtained from the six bi-monthly sample surveys. No attempt has been made to expand the data to represent the total truck population or any period

other than the actual survey weeks. This was proved impossible due to the fact that an estimate of the total number of Manitoba registered trucks engaged in this type of operation at the time each individual survey was conducted was not available. The data presented in these tables are provided for general information only and should be used with caution.

Table 12 shows that of the total number of trucks for which completed returns were received in the six surveys, 252 were engaged in inter-provincial or international traffic. Table 13 is similar but shows 337 trucks due to the fact that a number of the vehicles concerned carried more than one kind of commodity.

Section IV: The total number of passengers carried by Manitoba registered buses in intercity services numbered 4,040,916. For the transportation of this number of passengers, bus companies received fares amounting to \$3,783,688. The total number of intercity buses registered in the province travelled 10,138,046 miles; consumed 1,469,506 gallons of gasoline and 131,007 gallons of diesel oil; and performed 170,455,466 passenger miles. On the average each bus received gross revenue of \$20,789 during the twelve month period or 2.2¢ per passenger mile and was utilized to the extent of 46.6 per cent.

Section V: Similar data for the amount of traffic performed by Manitoba registered buses within the provincial boundaries only, which are presented in Section V, show that 3,522,319 passengers were carried and paid \$2,362,313 in fares. The vehicles travelled 6,094,348 miles on Manitoba streets and highways and performed 96,570,119 passenger miles.

Appendix: The appendix to this report provides an analysis of and the degree of response obtained by the use of the random sample system of collecting Motor Transport Traffic Statistics. For the six bi-monthly sample surveys conducted in the province over the twelve month period ending June 30, 1955, questionnaires were sent to the owners or operators of 10,531 trucks. Of this total 5,157 were returned completed and 3,046 were returned with the questions unanswered due to the fact that the vehicles concerned were not operated during the specified survey week for a number of reasons such as "being repaired", "snowbound", "no business" and "operator ill". These questionnaires are however considered to be equivalent to being completed returns as allowance for the average number of vehicles not in operation during the year must be made when expanding the survey results to obtain estimates of the total amount of traffic performed by all registered vehicles in the province. In view of this the total number of satisfactory or completed questionnaires totalled 8,203 or 77.9 per cent of the total number sent. In addition, 1,401 questionnaires were returned but they were incompletely filled out and therefore unusable.

**Section I. Motor Truck Traffic Performed by Manitoba Registered Trucks Both Inside and Outside the Province
July 1, 1954 - June 30, 1955**

TABLE 1. Total Miles Travelled

| Class of carrier* | Type of operation | Gross vehicle weight groups | | | | | | |
|----------------------|---|----------------------------------|-------------------------------|--------------------------------|---------------------------------|---------------------------------|-------------------------------------|-------------|
| | | 0-2½ tons 0-5,000 lbs | 2½-5 tons 5,001-10,000 lbs | 5-7½ tons 10,001-15,000 lbs | 7½-10 tons 15,001-20,000 lbs | 10-15 tons 20,001-30,000 lbs | Over 15 tons 30,001 lbs and over | Total |
| FT T CT PSV | | Total mileage travelled | | | | | | |
| | Farm..... | 13,668,953 | 66,584,789 | 8,714,912 | 8,784,025 | 3,081,201 | — | 100,833,880 |
| | Urban..... | 30,596,481 | 68,299,541 | 13,406,909 | 25,343,805 | 12,701,965 | 1,262,493 | 151,611,194 |
| | Private..... | 5,455 | 15,911,996 | 5,399,211 | 6,782,093 | 4,151,805 | 4,243,920 | 36,494,482 |
| | For hire..... | — | 2,410,491 | 1,940,682 | 6,138,869 | 5,709,591 | 31,088,633 | 47,288,266 |
| | Total | 44,270,889 | 153,206,817 | 29,461,714 | 47,048,794 | 25,644,562 | 36,595,046 | 336,227,822 |
| | | Average yearly mileage per truck | | | | | | |
| FT T CT PSV | Farm..... | 4,220 | 3,701 | 2,083 | 4,486 | 12,785 | — | 3,651 |
| | Urban..... | 7,724 | 7,775 | 6,812 | 10,569 | 15,566 | 13,723 | 8,414 |
| | Private..... | 5,455 | 11,910 | 18,302 | 18,735 | 19,961 | 33,682 | 15,676 |
| | For hire..... | — | 24,104 | 19,803 | 24,754 | 34,395 | 52,692 | 39,341 |
| | Total | 6,148 | 5,430 | 4,501 | 9,474 | 17,921 | 45,179 | 6,839 |
| | Percentage of total mileage travelled empty | | | | | | | |
| FT T CT PSV | Farm..... | 66.8 | 62.5 | 48.8 | 51.8 | 52.4 | — | 60.7 |
| | Urban..... | 53.8 | 50.8 | 29.4 | 42.1 | 48.9 | 45.8 | 47.8 |
| | Private..... | 0.0 | 35.7 | 32.2 | 22.6 | 28.0 | 34.4 | 31.7 |
| | For hire..... | — | 20.0 | 25.8 | 26.8 | 18.7 | 11.1 | 15.1 |
| | Total | 55.8 | 53.8 | 35.4 | 39.1 | 39.2 | 15.0 | 45.3 |
| | Average journey (average distance per ton) | | | | | | | |
| FT T CT PSV | Farm..... | 8.7 | 9.4 | 10.5 | 13.8 | 14.7 | — | 11.4 |
| | Urban..... | 12.0 | 12.2 | 7.8 | 7.5 | 7.5 | 12.0 | 8.2 |
| | Private..... | 50.5 | 37.8 | 50.5 | 47.1 | 37.2 | 69.4 | 50.8 |
| | For hire..... | — | 90.6 | 41.2 | 49.5 | 103.9 | 339.3 | 224.7 |
| | Total | 10.7 | 12.2 | 11.1 | 11.0 | 12.0 | 169.8 | 22.4 |

Definitions*:

FT — Farm trucks — not restricted as to area of operation.

T — Town trucks — restricted to radius of 15 miles of place of registration.

CT — Commercial trucks — operated by business and industry to transport own goods.

PSV — Public service vehicles — for hire trucks operating anywhere in the province according to licence.

**Section I. Motor Truck Traffic Performed by Manitoba Registered Trucks Both Inside and Outside the Province
July 1, 1954 - June 30, 1955**

TABLE 2. Total Fuel Consumption

| Type of operation | Gross vehicle weight groups | | | | | | |
|--------------------------------------|-----------------------------|-------------------|------------------|------------------|------------------|------------------|-------------------|
| | 0-2½ tons | 2½-5 tons | 5-7½ tons | 7½-10 tons | 10-15 tons | Over 15 tons | Total |
| Total gallons of gasoline consumed | | | | | | | |
| Farm..... | 1,022,112 | 5,311,295 | 886,647 | 1,012,802 | 388,299 | — | 8,621,155 |
| Urban..... | 2,290,127 | 5,676,893 | 1,581,610 | 3,231,671 | 1,848,030 | 215,825 | 14,844,156 |
| Private..... | 261 | 1,185,803 | 550,940 | 797,894 | 546,290 | 727,112 | 3,808,300 |
| For hire..... | — | 231,778 | 231,034 | 713,822 | 839,646 | 5,219,903 | 7,236,183 |
| Total | 3,312,500 | 12,405,769 | 3,250,231 | 5,756,189 | 3,622,265 | 6,162,840 | 34,509,794 |
| Total gallons of diesel oil consumed | | | | | | | |
| Farm..... | — | — | — | — | — | — | — |
| Urban..... | — | — | — | 13,712 | 14,661 | 10,243 | 38,616 |
| Private..... | — | — | — | — | — | 3,653 | 3,653 |
| For hire..... | — | — | — | — | — | 202,300 | 202,300 |
| Total | — | — | — | 13,712 | 14,661 | 216,196 | 244,569 |

**Section I. Motor Truck Traffic Performed by Manitoba Registered Trucks Both Inside and Outside the Province
July 1, 1954 - June 30, 1955**

TABLE 2. Total Fuel Consumption - Concluded

| Type of operation | Gross vehicle weight groups | | | | | | |
|--------------------------------|-----------------------------|-------------|------------|------------|------------|--------------|------------|
| | 0-2½ tons | 2½-5 tons | 5-7½ tons | 7½-10 tons | 10-15 tons | Over 15 tons | Total |
| Miles per gallon of gasoline | | | | | | | |
| Farm..... | 13.4 | 12.5 | 9.8 | 8.7 | 7.9 | — | 11.7 |
| Urban..... | 13.4 | 12.0 | 8.5 | 7.8 | 6.8 | 5.7 | 10.2 |
| Private..... | 20.9 | 13.4 | 9.8 | 8.5 | 7.6 | 5.8 | 9.6 |
| For hire..... | — | 10.4 | 8.4 | 8.6 | 6.8 | 6.0 | 6.5 |
| Total..... | 13.4 | 12.3 | 9.1 | 8.2 | 7.1 | 5.9 | 9.7 |
| Miles per gallon of diesel oil | | | | | | | |
| Farm..... | — | — | — | — | — | — | — |
| Urban..... | — | — | — | 6.1 | 5.5 | 3.9 | 5.6 |
| Private..... | — | — | — | — | — | 7.3 | 7.3 |
| For hire..... | — | — | — | — | — | 6.6 | 6.6 |
| Total..... | — | — | — | 6.1 | 5.5 | 6.4 | 6.2 |

**Section I. Motor Truck Traffic Performed by Manitoba Registered Trucks Both Inside and Outside the Province
July 1, 1954 - June 30, 1955**

TABLE 3. Total Goods Carried and Ton Miles Performed

| Type of operation | Gross vehicle weight groups | | | | | | |
|--|-----------------------------|-------------------|-------------------|--------------------|-------------------|--------------------|--------------------|
| | 0-2½ tons | 2½-5 tons | 5-7½ tons | 7½-10 tons | 10-15 tons | Over 15 tons | Total |
| Total tons of goods carried | | | | | | | |
| Farm..... | 159,832 | 1,895,241 | 1,047,805 | 1,328,615 | 596,147 | — | 5,027,640 |
| Urban..... | 249,162 | 1,607,801 | 2,138,488 | 7,787,284 | 5,261,465 | 579,846 | 17,624,046 |
| Private..... | 10 | 144,424 | 128,788 | 359,910 | 298,670 | 391,224 | 1,323,026 |
| For hire..... | — | 19,252 | 90,995 | 283,979 | 160,376 | 771,720 | 1,326,322 |
| Total..... | 409,004 | 3,666,718 | 3,406,076 | 9,759,788 | 6,316,658 | 1,742,790 | 25,301,034 |
| Total ton miles performed | | | | | | | |
| Farm..... | 1,385,192 | 17,889,144 | 11,024,933 | 18,408,798 | 8,757,901 | — | 57,465,968 |
| Urban..... | 2,988,603 | 19,642,326 | 16,615,832 | 58,148,496 | 39,503,213 | 6,975,465 | 143,873,935 |
| Private..... | 505 | 5,462,640 | 6,509,735 | 16,940,820 | 11,096,700 | 27,153,303 | 67,163,703 |
| For hire..... | — | 1,744,535 | 3,748,817 | 14,052,151 | 16,669,348 | 261,872,873 | 298,087,724 |
| Total..... | 4,374,300 | 44,738,645 | 37,899,317 | 107,550,265 | 76,027,162 | 296,001,641 | 566,591,330 |
| Average ton miles per truck | | | | | | | |
| Farm..... | 428 | 994 | 2,635 | 9,402 | 36,340 | — | 2,081 |
| Urban..... | 754 | 2,236 | 8,443 | 24,249 | 48,411 | 75,820 | 7,984 |
| Private..... | 505 | 4,089 | 22,067 | 46,798 | 53,350 | 215,502 | 28,850 |
| For hire..... | — | 17,445 | 38,253 | 56,662 | 100,418 | 443,852 | 247,993 |
| Total..... | 607 | 1,586 | 5,791 | 21,657 | 53,129 | 365,434 | 11,524 |
| Average load (Average tons per total mileage travelled) | | | | | | | |
| Farm..... | .1 | .3 | 1.3 | 2.1 | 2.8 | — | .6 |
| Urban..... | .1 | .3 | 1.2 | 2.3 | 3.1 | 5.5 | .9 |
| Private..... | .1 | .3 | 1.2 | 2.5 | 2.7 | 6.4 | 1.8 |
| For hire..... | — | .7 | 1.9 | 2.3 | 2.9 | 8.4 | 6.3 |
| Total..... | .1 | .3 | 1.3 | 2.3 | 3.0 | 8.1 | 1.7 |

**Section I. Motor Truck Traffic Performed by Manitoba Registered Trucks Both Inside and Outside the Province
July 1, 1954 - June 30, 1955**

TABLE 4. Total Truck Capacity*

| | Gross vehicle weight groups | | | | | | |
|---------------------------------|-----------------------------|--------------------|-------------------|--------------------|--------------------|--------------------|----------------------|
| | 0-2½ tons | 2½-5 tons | 5-7½ tons | 7½-10 tons | 10-15 tons | Over 15 tons | Total |
| Total capacity ton miles | | | | | | | |
| Farm | 7,844,949 | 80,310,625 | 25,469,554 | 33,885,233 | 15,131,211 | — | 162,641,572 |
| Urban | 16,679,033 | 77,066,306 | 38,498,263 | 96,681,651 | 64,888,926 | 11,955,238 | 305,769,417 |
| Private | 1,914 | 18,876,189 | 14,316,480 | 27,638,268 | 21,919,444 | 47,268,037 | 130,020,332 |
| For hire | — | 3,806,590 | 5,785,317 | 26,568,770 | 28,977,247 | 389,384,657 | 454,522,581 |
| Total | 24,525,896 | 180,059,710 | 84,069,614 | 184,773,922 | 130,916,828 | 448,607,932 | 1,052,953,902 |
| Capacity ton miles per truck | | | | | | | |
| Farm | 2,422 | 4,463 | 6,087 | 17,306 | 62,785 | — | 5,889 |
| Urban | 4,211 | 8,773 | 19,562 | 40,318 | 79,521 | 129,948 | 16,969 |
| Private | 1,914 | 14,129 | 48,530 | 76,349 | 105,382 | 375,143 | 55,851 |
| For hire | — | 38,066 | 59,034 | 107,132 | 174,562 | 659,973 | 378,138 |
| Total | 3,406 | 6,382 | 12,845 | 37,208 | 91,486 | 553,836 | 21,416 |
| Percentage of capacity utilized | | | | | | | |
| Farm | 17.7 | 22.3 | 43.3 | 54.3 | 57.9 | — | 35.3 |
| Urban | 17.9 | 25.5 | 43.2 | 60.1 | 60.9 | 58.4 | 47.1 |
| Private | 26.4 | 28.9 | 45.5 | 61.3 | 50.6 | 57.4 | 51.7 |
| For hire | — | 45.8 | 64.8 | 52.9 | 57.5 | 67.3 | 65.6 |
| Total | 17.8 | 24.9 | 45.1 | 58.2 | 58.1 | 66.0 | 53.8 |

* Capacity ton miles was determined by multiplying the actual total number of miles travelled by the difference between gross vehicle weight and estimated tare weight.

**Section I. Motor Truck Traffic Performed by Manitoba Registered Trucks Both Inside and Outside the Province
July 1, 1954 - June 30, 1955**

TABLE 5. Total Revenue from Operations Performed by For hire Carriers

| | Gross vehicle weight groups | | | | | | |
|--|-----------------------------|-----------|-----------|------------|------------|--------------|------------|
| | 0-2½ tons | 2½-5 tons | 5-7½ tons | 7½-10 tons | 10-15 tons | Over 15 tons | Total |
| Total revenue..... \$ | — | 285,993 | 523,030 | 1,458,322 | 1,876,549 | 14,034,771 | 18,178,665 |
| Revenue per ton mile | — | 16.4 | 14.0 | 10.4 | 11.3 | 5.4 | 6.1 |
| Revenue per mile (total mileage travelled) ¢ | — | 11.9 | 27.0 | 23.8 | 32.9 | 45.1 | 38.4 |
| Average yearly revenue per truck | — | 2,860 | 5,337 | 5,880 | 11,304 | 23,787 | 15,124 |

**Section II. Motor Truck Traffic Performed by Manitoba Registered Trucks Within the Province
July 1, 1934 - June 30, 1935**

TABLE 6. Miles Travelled Within the Province

| Class of carrier* | Type of operation | Gross vehicle weight groups | | | | | | Total |
|----------------------|---|-----------------------------|-------------------------------|--------------------------------|---------------------------------|---------------------------------|-------------------------------------|-------------|
| | | 0-2½ tons 0-5,000 lbs. | 2½-5 tons 5,001-10,000 lbs | 5-7½ tons 10,001-15,000 lbs | 7½-10 tons 15,001-20,000 lbs | 10-15 tons 20,001-30,000 lbs | Over 15 tons 30,001 lbs and over | |
| FT T CT PSV | Total mileage travelled | | | | | | | |
| | Farm | 13,668,953 | 66,584,789 | 8,714,912 | 8,784,025 | 3,081,201 | — | 100,833,880 |
| | Urban | 30,596,481 | 68,299,541 | 13,406,909 | 25,343,805 | 12,701,965 | 1,262,493 | 151,611,194 |
| | Private | 5,455 | 15,911,996 | 5,399,211 | 6,729,008 | 3,926,501 | 3,045,652 | 35,017,823 |
| | For hire | — | 2,319,576 | 1,905,186 | 6,138,869 | 4,801,999 | 13,135,069 | 28,300,699 |
| | Total | 44,270,889 | 153,115,902 | 29,426,218 | 46,995,707 | 24,511,666 | 17,443,214 | 315,763,596 |
| FT T CT PSV | Average yearly mileage per truck | | | | | | | |
| | Farm | 4,220 | 3,701 | 2,083 | 4,486 | 12,785 | — | 3,651 |
| | Urban | 7,724 | 7,775 | 6,812 | 10,569 | 15,566 | 13,723 | 8,414 |
| | Private | 5,455 | 11,910 | 18,302 | 18,588 | 18,877 | 24,172 | 15,042 |
| | For hire | — | 23,196 | 19,441 | 24,754 | 28,928 | 22,263 | 23,545 |
| | Total | 6,148 | 5,427 | 4,496 | 9,463 | 17,129 | 21,535 | 6,422 |
| FT T CT PSV | Percentage of total mileage travelled empty | | | | | | | |
| | Farm | 66.8 | 62.5 | 48.8 | 51.8 | 52.4 | — | 60.7 |
| | Urban | 53.8 | 50.8 | 29.4 | 42.1 | 48.9 | 45.8 | 47.8 |
| | Private | 0.0 | 35.7 | 32.2 | 22.8 | 29.5 | 40.6 | 32.4 |
| | For hire | — | 21.2 | 26.2 | 26.8 | 20.3 | 19.2 | 21.6 |
| | Total | 55.8 | 51.0 | 32.9 | 37.2 | 39.7 | 24.9 | 41.5 |
| FT T CT PSV | Average journey (Average distance per ton) | | | | | | | |
| | Farm | 8.7 | 9.4 | 10.5 | 13.8 | 14.7 | — | 11.4 |
| | Urban | 12.0 | 12.2 | 7.8 | 7.5 | 7.5 | 12.0 | 8.2 |
| | Private | 50.5 | 37.8 | 50.5 | 47.0 | 34.8 | 45.1 | 43.0 |
| | For hire | — | 84.7 | 41.0 | 49.5 | 95.2 | 114.1 | 92.5 |
| | Total | 10.7 | 12.2 | 11.1 | 11.0 | 11.7 | 64.6 | 15.1 |

Definitions*

FT - Farm trucks - not restricted as to area of operation.

T - Town trucks - restricted to radius of 15 miles of place of registration.

CT - Commercial trucks - operated by business and industry to transport own goods.

PSV - Public service vehicle - for hire trucks operating anywhere in the province according to licence.

**Section II. Motor Truck Traffic Performed by Manitoba Registered Trucks Within the Province
July 1, 1934 - June 30, 1935**

TABLE 7. Fuel Consumption Within the Province

| Type of operation | Gross vehicle weight groups | | | | | | |
|--------------------------------------|-----------------------------|-------------|-------------|--------------|--------------|--------------|------------|
| | 0 - 2½ tons | 2½ - 5 tons | 5 - 7½ tons | 7½ - 10 tons | 10 - 15 tons | Over 15 tons | Total |
| Total gallons of gasoline consumed | | | | | | | |
| Farm | 1,022,112 | 5,311,295 | 886,647 | 1,012,802 | 388,299 | — | 8,621,155 |
| Urban | 2,290,127 | 5,676,893 | 1,581,610 | 3,231,671 | 1,848,030 | 215,825 | 14,844,156 |
| Private | 261 | 1,185,803 | 548,354 | 792,512 | 511,572 | 525,655 | 3,564,157 |
| For hire | — | 226,997 | 228,250 | 710,799 | 703,712 | 1,961,086 | 8,830,844 |
| Total | 3,312,500 | 12,400,988 | 3,244,861 | 5,747,784 | 3,451,613 | 2,702,566 | 30,860,312 |
| Total gallons of diesel oil consumed | | | | | | | |
| Farm | — | — | — | — | — | — | — |
| Urban | — | — | — | 13,712 | 14,661 | 10,243 | 38,616 |
| Private | — | — | — | — | — | 2,611 | 2,611 |
| For hire | — | — | — | — | — | 85,216 | 85,216 |
| Total | — | — | — | 13,712 | 14,661 | 98,070 | 126,443 |

**Section II. Motor Truck Traffic Performed by Manitoba Registered Trucks Within the Province
July 1, 1934 - June 30, 1935**

TABLE 7. Fuel Consumption Within the Province - Concluded

| Type of operation | Gross vehicle weight groups | | | | | | |
|--------------------------------|-----------------------------|-------------|-------------|--------------|--------------|--------------|-------------|
| | 0 - 2½ tons | 2½ - 5 tons | 5 - 7½ tons | 7½ - 10 tons | 10 - 15 tons | Over 15 tons | Total |
| Miles per gallon of gasoline | | | | | | | |
| Farm | 13.4 | 12.5 | 9.8 | 8.7 | 7.9 | — | 11.7 |
| Urban | 13.4 | 12.0 | 8.5 | 7.8 | 6.8 | 5.7 | 10.2 |
| Private | 20.9 | 13.4 | 9.8 | 8.5 | 7.7 | 5.8 | 9.8 |
| For hire | — | 10.2 | 8.3 | 8.6 | 6.8 | 6.4 | 7.2 |
| Total | 13.4 | 12.3 | 9.1 | 8.2 | 7.1 | 6.2 | 10.2 |
| Miles per gallon of diesel oil | | | | | | | |
| Farm | — | — | — | — | — | — | — |
| Urban | — | — | — | 6.1 | 5.5 | 3.9 | 5.6 |
| Private | — | — | — | — | — | 7.3 | 7.3 |
| For hire | — | — | — | — | — | 6.6 | 6.6 |
| Total | — | — | — | 6.1 | 5.5 | 6.4 | 6.2 |

**Section II. Motor Truck Traffic Performed by Manitoba Registered Trucks Within the Province
July 1, 1934 - June 30, 1935**

TABLE 8. Goods Carried and Ton Miles Performed Within the Province

| Type of operation | Gross vehicle weight group | | | | | | |
|--|----------------------------|-------------------|-------------------|--------------------|-------------------|--------------------|--------------------|
| | 0 - 2½ tons | 2½ - 5 tons | 5 - 7½ tons | 7½ - 10 tons | 10 - 15 tons | Over 15 tons | Total |
| Total tons of goods carried | | | | | | | |
| Farm | 159,832 | 1,895,241 | 1,047,805 | 1,328,615 | 596,147 | — | 5,027,640 |
| Urban | 249,162 | 1,607,801 | 2,138,488 | 7,787,284 | 5,261,465 | 579,846 | 17,624,046 |
| Private | 10 | 144,424 | 128,788 | 359,910 | 298,670 | 391,224 | 1,323,026 |
| For hire | — | 19,252 | 90,995 | 283,979 | 160,376 | 771,720 | 1,326,322 |
| Total | 409,004 | 3,666,718 | 3,406,076 | 9,759,788 | 6,316,658 | 1,742,790 | 25,301,034 |
| Total ton miles performed | | | | | | | |
| Farm | 1,385,192 | 17,889,144 | 11,024,933 | 18,408,798 | 8,757,901 | — | 57,465,968 |
| Urban | 2,988,603 | 19,642,326 | 16,615,832 | 58,148,496 | 39,503,213 | 6,975,465 | 143,873,935 |
| Private | 505 | 5,456,191 | 6,509,735 | 16,914,705 | 10,411,014 | 17,650,522 | 56,942,672 |
| For hire | — | 1,630,684 | 3,734,027 | 14,052,151 | 15,265,739 | 88,058,730 | 122,741,331 |
| Total | 4,374,300 | 44,618,345 | 37,884,527 | 107,524,150 | 73,937,867 | 112,684,717 | 381,023,906 |
| Average ton miles per truck | | | | | | | |
| Farm | 428 | 994 | 2,635 | 9,402 | 36,340 | — | 2,081 |
| Urban | 754 | 2,236 | 8,443 | 24,249 | 48,411 | 75,820 | 7,984 |
| Private | 505 | 4,084 | 22,067 | 46,726 | 50,053 | 140,084 | 24,460 |
| For hire | — | 16,307 | 38,102 | 56,662 | 91,962 | 149,252 | 102,114 |
| Total | 607 | 1,581 | 5,788 | 21,652 | 51,669 | 139,117 | 7,750 |
| Average load (Average tons per total mileage travelled) | | | | | | | |
| Farm | .1 | .3 | 1.3 | 2.1 | 2.8 | — | .6 |
| Urban | .1 | .3 | 1.2 | 2.3 | 3.1 | 5.5 | .9 |
| Private | .1 | .3 | 1.2 | 2.5 | 2.7 | 5.8 | 1.6 |
| For hire | — | .7 | 2.0 | 2.3 | 3.2 | 6.7 | 4.3 |
| Total | .1 | .3 | 1.3 | 2.3 | 3.0 | 6.5 | 1.2 |

Section II. Motor Truck Traffic Performed by Manitoba Registered Trucks Within the Province
July 1, 1954 — June 30, 1955

TABLE 9. Truck Capacity Within the Province.*

| Type of operation | Gross vehicle weight groups | | | | | | |
|---------------------------------|-----------------------------|--------------------|-------------------|--------------------|--------------------|--------------------|--------------------|
| | 0-2½ tons | 2½-5 tons | 5-7½ tons | 7½-10 tons | 10-15 tons | Over 15 tons | Total |
| Total capacity ton miles | | | | | | | |
| Farm | 7,844,949 | 80,310,625 | 25,469,554 | 33,885,233 | 15,131,211 | — | 162,641,572 |
| Urban | 16,679,033 | 77,066,306 | 38,498,263 | 96,681,651 | 64,888,926 | 11,955,238 | 305,769,417 |
| Private | 1,914 | 18,874,386 | 14,316,471 | 27,331,332 | 20,781,472 | 34,338,670 | 115,644,245 |
| For hire | — | 3,669,597 | 5,678,829 | 26,568,770 | 27,010,769 | 154,895,050 | 217,823,015 |
| Total | 24,525,896 | 179,920,914 | 83,963,117 | 184,466,986 | 127,812,378 | 201,188,958 | 801,878,249 |
| Capacity ton miles per truck | | | | | | | |
| Farm | 2,422 | 4,463 | 6,087 | 17,306 | 62,785 | — | 5,889 |
| Urban | 4,211 | 8,773 | 19,562 | 40,318 | 79,521 | 129,948 | 16,969 |
| Private | 1,914 | 14,128 | 48,530 | 75,501 | 99,911 | 272,529 | 49,675 |
| For hire | — | 36,696 | 57,947 | 107,132 | 162,715 | 262,534 | 181,217 |
| Total | 3,406 | 6,377 | 12,828 | 37,146 | 89,317 | 248,381 | 16,310 |
| Percentage of capacity utilized | | | | | | | |
| Farm | 17.7 | 22.3 | 43.3 | 54.3 | 57.9 | — | 35.3 |
| Urban | 17.9 | 25.5 | 43.2 | 60.1 | 60.9 | 58.4 | 47.1 |
| Private | 26.4 | 28.9 | 45.5 | 61.9 | 50.1 | 51.4 | 49.2 |
| For hire | — | 44.4 | 65.8 | 52.9 | 56.5 | 56.9 | 56.4 |
| Total | 17.8 | 24.8 | 45.1 | 58.3 | 57.9 | 56.0 | 47.5 |

* Capacity ton miles was determined by multiplying the actual number of miles travelled within the province by the difference between gross vehicle weight and estimated tare weight.

Section II. Motor Truck Traffic Performed by Manitoba Registered Trucks Within the Province
July 1, 1954 — June 30, 1955

TABLE 10. Revenue from Operations Performed by For Hire Carriers Within the Province

| | Gross vehicle weight groups | | | | | | |
|--|-----------------------------|-----------|-----------|------------|------------|--------------|-----------|
| | 0-2½ tons | 2½-5 tons | 5-7½ tons | 7½-10 tons | 10-15 tons | Over 15 tons | Total |
| Total revenue | — | 285,879 | 523,498 | 1,458,322 | 1,342,606 | 5,689,247 | 9,299,552 |
| Revenue per ton-mile | — | 17.5 | 14.0 | 10.4 | 8.8 | 6.5 | 7.6 |
| Revenue per mile (total mileage travelled) | — | 12.3 | 27.5 | 23.8 | 28.0 | 43.3 | 32.9 |
| Average yearly revenue per truck | — | 2,859 | 5,342 | 5,880 | 8,088 | 9,643 | 7,737 |

Section III. Motor Truck Traffic Performed by Manitoba Registered Trucks Engaged in Interprovincial and International Traffic

| TABLE 11. Total Tons of Goods Carried Into and Out of Manitoba, by Origin and Destination, by Type of Operation | | | |
|---|--|--|------------|
| | | | All trucks |

| Origin or destination | For hire trucks | Private trucks | All trucks |
|----------------------------------|-----------------|----------------|----------------|
| To North Western Ontario | 80,365 | 995 | 81,360 |
| From North Western Ontario | 43,969 | 339 | 44,308 |
| To Eastern Ontario | 110,981 | — | 110,981 |
| From Eastern Ontario | 140,242 | — | 140,242 |
| To Saskatchewan | 7,666 | 68 | 7,734 |
| From Saskatchewan | 12,813 | 315 | 13,128 |
| To Alberta | 250,532 | 294 | 250,826 |
| From Alberta | 173,061 | 248 | 173,309 |
| To British Columbia | 54,235 | 200 | 54,435 |
| From British Columbia | 32,262 | 37 | 32,299 |
| To Quebec | 627 | — | 627 |
| From Quebec | 363 | — | 363 |
| To Maritimes | — | — | — |
| From Maritimes | 13 | — | 13 |
| To U.S.A. | 13,806 | — | 13,806 |
| From U.S.A. | 11,897 | — | 11,897 |
| Grand total..... To | 518,212 | 1,537 | 519,769 |
| From | 414,620 | 939 | 415,559 |
| | 932,832 | 2,496 | 935,328 |

Section III. Motor Truck Traffic Performed by Manitoba Registered Trucks Engaged in Interprovincial and International Traffic

TABLE 12. The Number of Trucks Selected in the Sample which were Engaged in Interprovincial and International Traffic, by Gross Vehicle Weight, by Distance Travelled

| Gross vehicle weight | For hire trucks | | | | | | | |
|------------------------|------------------|-------------|---------------|---------------|-----------------|-------------------|-------------------|------------------|
| | Number of trucks | 0-100 miles | 101-200 miles | 201-500 miles | 501-1,000 miles | 1,001-1,500 miles | 1,501-2,000 miles | Over 2,000 miles |
| Under 20,000 lbs..... | 2 | — | — | — | — | 1 | 1 | — |
| 20,001-25,000 lbs..... | 5 | — | — | 1 | — | — | — | 4 |
| 25,001-30,000 "..... | 3 | 1 | — | — | 2 | — | — | — |
| 30,001-35,000 "..... | 18 | — | — | 1 | 2 | 5 | 6 | 4 |
| 35,001-40,000 "..... | 73 | 1 | — | 9 | 15 | 22 | 11 | 15 |
| 40,001-45,000 "..... | 31 | — | — | 1 | 10 | 10 | 7 | 3 |
| 45,001-50,000 "..... | — | — | — | — | — | — | — | — |
| 50,001 and over | 85 | 2 | — | 3 | 6 | 14 | 23 | 37 |
| Total | 217 | 4 | — | 15 | 35 | 52 | 48 | 63 |
| Private trucks | | | | | | | | |
| Under 20,000 lbs..... | 3 | — | 1 | 1 | 1 | — | — | — |
| 20,001-25,000 lbs..... | 8 | 1 | — | 3 | 4 | — | — | — |
| 25,001-30,000 "..... | — | — | — | — | — | — | — | — |
| 30,001-35,000 "..... | 1 | — | — | — | — | — | 1 | — |
| 35,001-40,000 "..... | 12 | — | — | 3 | 5 | 3 | 1 | — |
| 40,001-45,000 "..... | 10 | 1 | 2 | 1 | 4 | 2 | — | — |
| 45,001-50,000 "..... | — | — | — | — | — | — | — | — |
| 50,001 and over | 1 | — | — | — | — | — | 1 | — |
| Total | 35 | 2 | 3 | 8 | 14 | 5 | 3 | — |

Section III. Motor Truck Traffic Performed by Manitoba Registered Trucks Engaged in Interprovincial and International Traffic

TABLE 13. Commodities Carried by Manitoba Registered Trucks in Interprovincial and International Traffic

| Commodity classification | For hire trucks | | | | | | | |
|--------------------------------------|-----------------|-------------------------|----------------|------------------|----------------|-----------------|-----------------|----------------------|
| | No. of trucks | Weight of goods carried | Total miles | Total ton miles | Total revenue | Average load | Average journey | Revenue per ton mile |
| | | tons | | | \$ | tons | miles | ¢ |
| Agricultural products | 14 | 138 | 6,245 | 62,191 | 2,338 | 10.0 | 451 | 3.8 |
| Animal and animal products | 32 | 437 | 28,999 | 290,046 | 10,084 | 10.0 | 664 | 3.5 |
| Mine products | 4 | 40 | 2,301 | 25,188 | 1,027 | 10.9 | 630 | 4.1 |
| Forest products | 14 | 166 | 10,446 | 118,505 | 5,222 | 11.3 | 714 | 4.4 |
| Manufacturing and miscellaneous | 97 | 1,164 | 113,689 | 984,998 | 56,278 | 8.7 | 846 | 5.7 |
| N.O.S.—general freight | 132 | 2,889 | 187,284 | 2,166,960 | 100,479 | 11.6 | 750 | 4.6 |
| Total | 293 | 4,834 | 348,964 | 3,647,888 | 175,428 | 10.5 | 754 | 4.8 |
| | Private trucks | | | | | | | |
| | No. of trucks | Weight of goods carried | Total miles | Total ton miles | Average load | Average journey | | |
| | | tons | | | tons | miles | | |
| Agricultural products | 11 | 326 | 8,250 | 96,178 | 11.7 | 295 | | |
| Animal and animal products | 1 | 2 | 325 | 682 | 2.1 | 341 | | |
| Mine products | 9 | 97 | 5,701 | 47,478 | 8.3 | 489 | | |
| Forest products | 1 | 5 | 272 | 1,447 | 5.3 | 289 | | |
| Manufacturing and miscellaneous | 9 | 71 | 3,185 | 26,106 | 8.2 | 368 | | |
| N.O.S.—general freight | 13 | 155 | 7,976 | 65,745 | 8.2 | 424 | | |
| Total | 44 | 656 | 25,709 | 237,636 | 9.2 | 362 | | |

Note: The data shown above are results obtained during the six surveys conducted during the twelve month period. No attempt has been made to expand the data to represent all Manitoba trucks engaged in these types of operation or to represent any period of time other than the actual survey periods.

Section IV. Motor Bus Traffic Performed by Manitoba Registered Buses Both Inside and Outside the Province, July 1, 1954 – June 30, 1955

TABLE 14. Mileage, Fuel, Passengers and Passenger Miles, Capacity, and Revenue

| | Passenger seating capacity | | | | |
|--|----------------------------|------------|-------------|-------------|-------------|
| | 0-19 | 20-29 | 30-39 | 40 and over | Total |
| Mileage: | | | | | |
| Total mileage travelled | 49,020 | 754,816 | 8,799,970 | 534,240 | 10,138,046 |
| Average yearly mileage per bus | 8,170 | 23,588 | 70,968 | 25,440 | 55,704 |
| Average journey (average distance per passenger) | 16.7 | 14.7 | 56.8 | 11.2 | 42.2 |
| Fuel: | | | | | |
| Total gallons of gasoline consumed | 4,400 | 99,320 | 1,275,142 | 90,644 | 1,469,506 |
| Total gallons of diesel oil consumed | — | — | 131,007 | — | 131,007 |
| Miles per gallon of gasoline | 11.1 | 7.6 | 6.9 | 5.9 | 6.9 |
| Miles per gallon of diesel oil | — | — | 8.1 | — | 8.1 |
| Passengers and passenger miles: | | | | | |
| Total number of passengers carried | 18,356 | 464,407 | 2,708,997 | 849,156 | 4,040,916 |
| Total number of passenger miles | 306,384 | 6,805,568 | 153,856,512 | 9,487,002 | 170,455,466 |
| Average number of passengers carried per mile | 6.3 | 9.0 | 17.5 | 17.8 | 16.8 |
| Capacity: | | | | | |
| Total capacity seat miles | 575,484 | 20,594,966 | 321,992,934 | 22,935,843 | 366,099,227 |
| Percentage of capacity utilized | 53.2 | 33.0 | 47.8 | 41.4 | 46.6 |
| Revenue: | | | | | |
| Total passenger revenue | \$ 10,928 | 178,336 | 3,399,121 | 195,303 | 3,783,688 |
| Revenue per mile (Total mileage travelled) | ¢ 22.3 | 23.6 | 38.6 | 36.6 | 37.3 |
| Revenue per passenger mile | ¢ 3.6 | 2.6 | 2.2 | 2.1 | 2.2 |
| Revenue per bus | \$ 1,821 | 5,573 | 27,412 | 9,300 | 20,789 |

Section V. Motor Bus Traffic Performed by Manitoba Registered Buses Within the Province
July 1, 1954 - June 30, 1955

TABLE 15. Mileage, Fuel, Passengers and Passenger Miles, Capacity, and Revenue

| | Passenger seating capacity | | | | |
|--|----------------------------|------------|-------------|-------------|-------------|
| | 0-19 | 20-29 | 30-39 | 40 and over | Total |
| Mileage: | | | | | |
| Total mileage travelled..... | 49,020 | 738,877 | 4,772,211 | 534,240 | 6,094,348 |
| Average yearly mileage per bus | 8,170 | 23,090 | 38,485 | 25,440 | 33,485 |
| Average journey (Average distance per passenger) | 16.7 | 14.4 | 36.6 | 11.2 | 27.4 |
| Fuel: | | | | | |
| Total gallons of gasoline consumed | 4,400 | 97,236 | 709,096 | 90,644 | 901,376 |
| Total gallons of diesel oil consumed | — | — | 50,992 | — | 50,992 |
| Miles per gallon of gasoline | 11.1 | 7.6 | 6.7 | 5.9 | 6.8 |
| Miles per gallon of diesel oil | — | — | 9.6 | — | 9.6 |
| Passengers and passenger miles: | | | | | |
| Total number of passengers carried..... | 18,356 | 463,547 | 2,191,260 | 849,156 | 3,522,319 |
| Total number of passenger miles | 306,384 | 6,668,323 | 80,108,410 | 9,487,002 | 96,570,119 |
| Average number of passengers carried per mile | 6.3 | 9.0 | 16.8 | 17.8 | 15.8 |
| Capacity: | | | | | |
| Total capacity seat miles | 575,484 | 18,650,651 | 184,982,360 | 22,935,843 | 227,144,338 |
| Percentage of capacity utilized | 53.2 | 35.8 | 43.3 | 41.4 | 42.5 |
| Revenue: | | | | | |
| Total passenger revenue..... \$ | 10,928 | 156,165 | 1,999,917 | 195,303 | 2,362,313 |
| Revenue per mile (Total mileage travelled) | 22.3 | 21.1 | 41.9 | 36.6 | 38.8 |
| Revenue per passenger mile | 3.6 | 2.3 | 2.5 | 2.1 | 2.5 |
| Revenue per bus | \$ 1,821 | \$ 4,880 | \$ 16,128 | \$ 9,300 | \$ 12,980 |

APPENDIX I
Sampling Results

| Class of* carrier | Type of operation | Gross vehicle weight groups | | | | | | |
|----------------------|---|------------------------------|-----------------------------------|------------------------------------|-------------------------------------|-------------------------------------|---|--------|
| | | 0-2½ tons 0-5,000 lbs. | 2½-5 tons 5,001-10,000 lbs. | 5-7½ tons 10,001-15,000 lbs. | 7½-10 tons 15,001-20,000 lbs. | 10-15 tons 20,001-30,000 lbs. | Over 15 tons 30,001 lbs. and over | Total |
| FT T CT PSV | Estimated total Manitoba truck population as of December 31, 1955 | | | | | | | |
| | Farm | 3,600 | 21,840 | 4,800 | 2,700 | 350 | 3 | 33,293 |
| | Urban | 3,520 | 10,170 | 2,080 | 2,580 | 1,140 | 200 | 19,690 |
| | Private | 3 | 1,440 | 220 | 460 | 240 | 140 | 2,503 |
| | For hire | — | 120 | 60 | 320 | 200 | 710 | 1,410 |
| | Total | 7,123 | 33,570 | 7,160 | 6,060 | 1,930 | 1,053 | 56,896 |
| FT T CT PSV | Total number of trucks selected in samples | | | | | | | |
| | Farm | 169 | 1,905 | 864 | 422 | 261 | 3 | 3,624 |
| | Urban | 422 | 1,828 | 815 | 996 | 857 | 98 | 5,016 |
| | Private | 3 | 290 | 115 | 145 | 226 | 130 | 909 |
| | For hire | — | 22 | 42 | 97 | 181 | 640 | 982 |
| | Total | 594 | 4,045 | 1,836 | 1,660 | 1,525 | 871 | 10,531 |
| FT T CT PSV | Number of questionnaires returned complete | | | | | | | |
| | Farm | 86 | 864 | 242 | 126 | 89 | — | 1,407 |
| | Urban | 238 | 957 | 480 | 485 | 395 | 52 | 2,607 |
| | Private | 1 | 168 | 61 | 101 | 148 | 87 | 566 |
| | For hire | — | 16 | 23 | 35 | 108 | 365 | 577 |
| | Total | 325 | 2,005 | 806 | 777 | 740 | 504 | 5,157 |
| FT T CT PSV | Number of sampled trucks reported not in use during survey week | | | | | | | |
| | Farm | 41 | 547 | 472 | 201 | 95 | 2 | 1,358 |
| | Urban | 89 | 362 | 190 | 305 | 272 | 33 | 1,251 |
| | Private | 1 | 73 | 28 | 26 | 46 | 29 | 203 |
| | For hire | — | 1 | 5 | 14 | 35 | 179 | 234 |
| | Total | 131 | 983 | 695 | 546 | 448 | 243 | 3,046 |
| FT T CT PSV | Number of questionnaires returned incomplete and unusable | | | | | | | |
| | Farm | 15 | 210 | 62 | 35 | 27 | 1 | 350 |
| | Urban | 75 | 381 | 92 | 152 | 119 | 9 | 828 |
| | Private | 1 | 44 | 22 | 15 | 20 | 10 | 112 |
| | For hire | — | 2 | 9 | 14 | 25 | 61 | 111 |
| | Total | 91 | 637 | 185 | 216 | 191 | 81 | 1,401 |
| FT T CT PSV | Number of questionnaires not returned (Non-respondents) | | | | | | | |
| | Farm | 27 | 284 | 88 | 60 | 50 | — | 509 |
| | Urban | 20 | 128 | 53 | 54 | 71 | 4 | 330 |
| | Private | — | 5 | 4 | 3 | 12 | 4 | 28 |
| | For hire | — | 3 | 5 | 4 | 13 | 35 | 60 |
| | Total | 47 | 420 | 150 | 121 | 146 | 43 | 927 |

Definitions*

FT — Farm trucks — not restricted as to area of operation.

T — Town trucks — restricted to radius of 15 miles of place of registration.

CT — Commercial trucks — operated by business and industry to transport own goods.

PSV — Public service vehicles — for hire trucks operating anywhere in the province according to licence.



MOTOR TRANSPORT TRAFFIC STATISTICS
PROVINCE OF MANITOBA
1956



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INTRODUCTION

This report presents the results of the 1956 Motor Transport Traffic survey conducted in the Province of Manitoba at three month intervals during the period January 1, 1956 to December 31, 1956. The first report for this province presented similar statistics covering the period July 1, 1954 to June 30, 1955.

These surveys have been made possible through the excellent co-operation received from the trucking industry and in particular from the officials of the Government of Manitoba, in allowing the Dominion Bureau of Statistics access to the motor vehicle registration records from which samples of trucks and buses were selected each quarter.

General Description of the Sample

An overall sample of approximately 10 per cent of all trucks and intercity buses registered in Manitoba was selected for this survey. To allow for seasonal variations in Motor Transport Traffic and to ensure that the sample vehicles represented current registrations in force, the sample was selected quarterly with each quarter consisting of approximately 2 1/2 per cent of total registrations. Registrations selected were coded so that a particular vehicle would not be chosen more than once during each licence year. Each quarterly survey ran for a seven day period, Sunday through Saturday.

All trucks and buses registered in the province are represented except those vehicles which are not considered to be engaged in transportation services and buses which are utilized for scheduled urban transit services. The sample thus excludes such vehicles as tow trucks, hearses, ambulances, snow-mobiles, farm tractors, cranes, bull-dozers, cat tracks, diggers, graders, other road building equipment, military and other government owned vehicles, taxis and passenger automobiles, and those vehicles which are not required to obtain a Manitoba licence under Section 9 of the Highway Traffic Act. Trailers as such were excluded from the sample, but details of tractor-trailer combinations were obtained by including the power units or tractors in the survey.

While an annual sample of ten per cent of all trucks registered in the province was considered adequate, the sample was stratified by gross vehicle weight groups to obtain better estimates. An estimated 9,420 vehicles or approximately 15 per cent of the provincial total have a gross vehicle weight of 5,000 pounds or less, whereas only about 1,028 trucks are in the over 30,000 pound group. More reliable results are obtained not only by concentrating higher sampling ratios among the weight groups containing the largest vehicles with the most diversified type of operations, but also by ensuring that each weight group contains a suf-

ficient number of vehicles for expansion purposes. The proportion selected by weight group varied therefore, from 6 per cent in the lowest weight group to about 32 per cent in the heaviest, with the result that an overall ten per cent ratio was made to represent approximately 20 per cent of the capacity of all vehicles registered.

These samples were selected from the four licence classes "PSV", "CT", "T" and "FT" which classify all trucks by function or type of operation into the four categories of for hire, private intercity, urban and farm trucks respectively. For hire trucks are those operated for compensation or gain anywhere in the province according to licence; private intercity are those owned and operated on intercity routes by business, industry and individuals to transport their own raw materials, finished goods and merchandise. Urban vehicles are those which are operated predominantly within urban or metropolitan areas, for either private or for hire transportation; farm trucks are those owned and operated by farmers primarily for the transportation of farm produce and farm supplies or for service purposes.

The "PSV" licence category corresponds to the for hire or common carrier group and the operations of such vehicles comprise the for hire statistics throughout this publication. However, for complete coverage of the for hire category those urban common carriers operating under the "T" licence plate should be included with the for hire items in this report, but it was not possible to make this distinction. It was therefore decided to include all urban vehicles operating under the "T" type of licence in the private urban category. As a result, the data shown throughout this report as for hire is understated and that for private urban is overstated by the operations of urban for hire vehicles classified as private urban.

Expansion of the Survey Results

Since each quarterly sample was selected at random the distribution of each sample by gross vehicle weight and by function was used to estimate total vehicle population as at the time of the sample selection. The results of each quarterly survey were then expanded to represent all trucks and intercity

buses registered in the province and the operations which they performed during the three month period. Generally, this was achieved by multiplying the sample results by the inverse ratio of the sample to the population and by the ratio of three months to one week. Expansion on the basis of the relative

size of the sample and population varied with each gross vehicle weight group and with the breakdown of the gross sample into various categories of response. Since there are 13 weeks in a three month period, time expansion was achieved by multiplying by 13 in all cases.

Review of Survey Results

The average number of trucks registered in Manitoba during the year 1956 is estimated at 61,106. Of this total 1,175 or 1.9 per cent were for hire vehicles; 2,333 or 3.8 per cent were private intercity vehicles; 23,785 or 39 per cent were urban trucks used primarily within city or town limits; and 33,813 or 55 per cent were farm trucks used mainly in the agricultural servicing and market activities of the farmer. In the tables presented herein, blanks appear in a number of places. This is because no vehicles for these particular weight classifications were selected in any of the four samples which were drawn. It does not necessarily follow that there are no vehicles belonging to these weight classifications in operation in the province.

Section I: The total number of miles travelled by all trucks registered in the province during the year 1956 amounted to 355 million, of which 46 million or 13 per cent were accumulated by for hire trucks and 37 million or 10 per cent by private intercity vehicles. Urban trucks accounted for 183 million miles or more than half of the total and farm trucks which were the most numerous of all vehicles accounted for 89 million miles or 25 per cent of the total. For hire trucks averaged 39,400 miles during the year and each farm truck travelled an average distance of 2,600 miles. The average yearly mileage travelled by all trucks in the province was 5,800 miles.

The amount of fuel consumed by Manitoba registered trucks totalled 34.5 million imperial gallons of gasoline and 912,000 gallons of diesel oil. As there were a small number of diesel trucks included in the survey, the estimate of diesel oil consumption is most likely not very reliable and should therefore be used with caution. Miles per gallon of gasoline varied from 6.2 for common carriers to 12.5 for farm vehicles. The average for all gasoline trucks amounted to 10.1 miles per gallon and for diesel trucks 6.9 miles per gallon.

The total volume of goods transported by all trucks registered amounted to 23.6 million short tons. Farm trucks carried 3.4 million tons or 14 per cent of the total; urban trucks transported 17.1 million tons or 73 per cent; private intercity trucks, 1.5 million tons or 6 per cent and for hire carriers, 1.6 million tons or 7 per cent of the total volume. Ton miles performed aggregated 562 million, an average of 9,200 ton miles per vehicle. Although for hire carriers transported only 6 per cent of the total amount of goods carried, the average distance

The resulting expanded data for each of the four quarterly surveys were then added to obtain provincial estimates for the twelve month period. Yearly operating averages such as average yearly mileage were calculated from the average number of vehicles registered during the twelve month period. All other operating ratios were obtained from the twelve month aggregates.

travelled and average load were considerably greater than for the other three classes of vehicles, with the result that the ton mile performance of for hire trucks averaged 249,400 as compared with 31,800 for private intercity vehicles and 6,400 for urban trucks. The average weight of goods carried per one way trip was 3.1 tons, varying from a low of 1.3 for farm trucks to 7.3 tons for common carriers.

The percentage of capacity utilized for all vehicles was 40.6 per cent. This is considerably less than the corresponding percentage shown in the first report for Manitoba covering the period July 1, 1954—June 30, 1955, due to a change in the method of estimating capacity ton miles. In the first Manitoba report capacity ton miles was determined by multiplying the total mileage travelled by the estimated capacity weight whereas for this publication capacity ton miles was determined by multiplying the total mileage travelled by the estimated capacity weight or the weight of the heaviest load carried, whichever was higher.

The total amount of revenue received by common or for hire carriers for all types of service amounted to 18 million dollars or 15,400 dollars per vehicle. Revenue per ton mile was 6.2 cents and per total mile amounted to 39.0 cents.

Section II: This series presents the total amount of traffic performed by Manitoba registered trucks within the boundaries of the province. In addition to the intraprovincial traffic, it includes that portion of interprovincial and international traffic which was performed on Manitoba streets and highways.

The total number of miles travelled by Manitoba registered trucks within the province amounted to 334 million compared with the grand total of 355 million miles travelled both inside and outside the province. The yearly mileage per truck averaged 5,500 as against 5,800 and each ton of goods was carried an average distance of 16.2 versus 23.8 miles.

Ton miles performed by all trucks within the province totalled 381 million and average ton miles per vehicle dropped to 6,200 from 9,200. For common carriers, average ton miles per vehicle dropped to 103,200 from 249,400, indicating the large amount of interprovincial and international transportation performed by this class of vehicle.

Total revenue received by common carriers for the transportation of goods on Manitoba streets and highways amounted to 9.6 million dollars, an average of 8,100 dollars per vehicle and 7.9 cents per ton mile.

Section III: The total volume of goods transported by Manitoba registered trucks engaged in interprovincial and international service is estimated at 294,000 tons, of which approximately 255,000 tons or almost 87 per cent was transported by for hire or common carriers. Of the total tonnage carried out of Manitoba amounting to 157,000 tons, 70,000 tons or 45 per cent were destined for Saskatchewan, 63,000 tons or 40 per cent were transported to Ontario and 12,000 tons or 8 per cent to the United States. The majority of goods brought into Manitoba originated in the same three areas.

Ton miles performed aggregated 198 million, of which 94 per cent were accumulated by for hire trucks. The average load carried by for hire trucks was 10 tons compared to 8 tons by private vehicles and the average distance per trip was 641 miles versus 203 miles.

Manufactured and miscellaneous items were the chief commodities carried by both classes of vehicles amounting to 52 per cent of the total transported by for hire carriers and 54 per cent for private intercity trucks. Total revenue received is estimated at 8.6 million dollars at an average rate of 4.6 cents per ton mile.

Section IV: The total number of passengers carried by intercity buses licensed in Manitoba is estimated at 2.7 million. In transporting this number of passengers, buses travelled 11.5 million miles, an average of 62,300 miles per bus and the average

distance each passenger was carried was 70.8 miles. The total number of passenger miles performed was 194 million and for each mile travelled, buses carried an average of 17 passengers. Capacity seat miles performed amounted to 418 million, indicating that, on the average, capacity utilized was 46.5 per cent.

In travelling this number of miles, buses used 1.2 million gallons of gasoline and 613,000 gallons of diesel oil. Gasoline engined buses averaged 5.8 miles per gallon and those using diesel oil, 7.6 miles per gallon.

Total revenue received for the transportation of passengers amounted to 4.4 million dollars, an average of 24,000 dollars per bus, 38.5 cents per total mile or 2.3 cents per passenger mile.

Section V: Within the province of Manitoba buses travelled a total of 5.9 million miles and used 818,000 gallons of gasoline and 140,000 gallons of diesel oil. Estimated passenger miles performed amounted to 86 million and capacity utilized was 41.1 per cent. Revenue collected for mileage travelled in Manitoba amounted to 2.1 million dollars an average of 11,200 dollars per bus at the rate of 2.4 cents per passenger mile.

Appendix: For the four surveys conducted in Manitoba during the year, questionnaires were sent to the owners or operators of 8,367 motor vehicles. Of this total 3,523 questionnaires were returned completed and 2,833 vehicles were reported not used during the survey week. In addition, 1,261 questionnaires were returned which did not contain sufficient information and were therefore unusable. Non response to the surveys totalled 750 or 9 per cent.

**Section I. Motor Truck Traffic Performed by Manitoba Registered Trucks Inside and Outside the Province
January 1, 1956 — December 31, 1956**

TABLE 1. Total Mileage Travelled

| Type of operation ¹ | Gross vehicle weight groups | | | | | | Total |
|--------------------------------|---|-----------------------------------|------------------------------------|-------------------------------------|-------------------------------------|---|----------------|
| | 0-2½ tons 0-5,000 lbs. | 2½-5 tons 5,001-10,000 lbs. | 5-7½ tons 10,001-15,000 lbs. | 7½-10 tons 15,001-20,000 lbs. | 10-15 tons 20,001-30,000 lbs. | Over 15 tons 30,001 lbs. and over | |
| | Total mileage travelled | | | | | | |
| | '000 | | | | | | |
| For hire | — | 1,363 | 1,006 | 8,051 | 3,852 | 31,999 | 46,271 |
| Private: | | | | | | | |
| Intercity | 353 | 17,769 | 2,748 | 4,223 | 5,608 | 6,648 | 37,349 |
| Urban | 45,416 | 84,724 | 12,339 | 23,730 | 13,296 | 3,744 | 183,249 |
| Farm | 11,537 | 62,996 | 6,870 | 5,736 | 1,444 | 46 | 88,629 |
| Total | 57,306 | 166,852 | 22,963 | 41,740 | 24,200 | 42,437 | 355,498 |
| | Average yearly mileage per truck | | | | | | |
| For hire | — | 15,100 | 20,100 | 31,000 | 28,500 | 50,000 | 39,400 |
| Private: | | | | | | | |
| Intercity | 23,500 | 12,900 | 14,100 | 12,600 | 21,700 | 44,300 | 16,000 |
| Urban | 7,700 | 7,400 | 5,600 | 8,000 | 11,900 | 15,900 | 7,700 |
| Farm | 3,300 | 2,800 | 1,400 | 2,200 | 5,000 | 15,300 | 2,600 |
| Total | 6,100 | 4,700 | 3,200 | 6,700 | 13,400 | 41,300 | 5,800 |
| | Average journey (Average distance each ton of goods was carried) | | | | | | |
| For hire | — | 41.0 | 31.1 | 62.2 | 80.1 | 251.8 | 184.7 |
| Private: | | | | | | | |
| Intercity | 8.0 | 31.3 | 38.3 | 31.8 | 31.7 | 79.3 | 48.7 |
| Urban | 21.9 | 12.3 | 7.0 | 8.3 | 7.4 | 14.9 | 8.9 |
| Farm | 11.3 | 10.7 | 11.7 | 13.6 | 26.8 | 11.8 | 12.5 |
| Total | 17.7 | 12.7 | 9.4 | 12.1 | 11.5 | 101.9 | 23.8 |
| | Percentage of total mileage travelled empty | | | | | | |
| For hire | — | 11.6 | 24.3 | 17.4 | 17.9 | 11.6 | 13.4 |
| Private: | | | | | | | |
| Intercity | 82.3 | 36.8 | 20.8 | 27.5 | 36.5 | 41.3 | 35.7 |
| Urban | 57.1 | 61.4 | 33.4 | 43.0 | 45.5 | 48.6 | 54.6 |
| Farm | 71.8 | 65.3 | 48.5 | 45.1 | 40.2 | 69.9 | 63.1 |
| Total | 60.2 | 59.8 | 36.0 | 36.8 | 38.7 | 19.6 | 49.4 |

1. For hire trucks—operated for compensation or gain anywhere in the province according to licence. Private—Intercity trucks—owned and operated on intercity routes by business, industry and individuals to transport their own raw materials, finished goods and merchandise. Private—Urban trucks—operated primarily within urban areas including some for hire vehicles. Private—Farm trucks—owned and operated by farmers primarily to transport farm produce, farm supplies or for service purposes.

**Section I. Motor Truck Traffic Performed by Manitoba Registered Trucks Inside and Outside the Province
January 1, 1956 — December 31, 1956**

TABLE 2. Total Fuel Consumption

| Type of operation | Gross vehicle weight groups | | | | | | |
|--------------------|--------------------------------------|---------------|--------------|--------------|--------------|--------------|---------------|
| | 0-2½ tons | 2½-5 tons | 5-7½ tons | 7½-10 tons | 10-15 tons | Over 15 tons | Total |
| | Total gallons of gasoline consumed | | | | | | |
| | '000 | | | | | | |
| For hire | — | 104 | 113 | 1,050 | 554 | 4,674 | 6,495 |
| Private: | | | | | | | |
| Intercity | 30 | 1,403 | 265 | 524 | 789 | 1,201 | 4,212 |
| Urban | 2,963 | 6,454 | 1,318 | 3,161 | 2,152 | 699 | 16,747 |
| Farm | 758 | 4,723 | 692 | 671 | 212 | 9 | 7,065 |
| Total | 3,751 | 12,684 | 2,388 | 5,406 | 3,707 | 6,583 | 34,519 |
| | Total gallons of diesel oil consumed | | | | | | |
| | '000 | | | | | | |
| For hire | — | — | — | — | — | 912 | 912 |
| Private: | | | | | | | |
| Intercity | — | — | — | — | — | — | — |
| Urban | — | — | — | — | — | — | — |
| Farm | — | — | — | — | — | — | — |
| Total | — | — | — | — | — | 912 | 912 |

**Section I. Motor Truck Traffic Performed by Manitoba Registered Trucks Inside and Outside the Province
January 1, 1956 — December 31, 1956**

TABLE 2. Total Fuel Consumption — Concluded

| Type of operation | Gross vehicle weight groups | | | | | | |
|--------------------------------|-----------------------------|-------------|------------|------------|------------|--------------|-------------|
| | 0-2½ tons | 2½-5 tons | 5-7½ tons | 7½-10 tons | 10-15 tons | Over 15 tons | Total |
| Miles per gallon of gasoline | | | | | | | |
| For hire | — | 13.1 | 8.9 | 7.7 | 6.9 | 5.5 | 6.2 |
| Private: | | | | | | | |
| Intercity | 11.9 | 12.7 | 10.4 | 8.1 | 7.1 | 5.5 | 8.9 |
| Urban | 15.3 | 13.1 | 9.4 | 7.5 | 6.2 | 5.4 | 10.9 |
| Farm | 15.2 | 13.3 | 9.9 | 8.5 | 6.8 | 5.3 | 12.5 |
| Total | 15.2 | 13.2 | 9.6 | 7.7 | 6.5 | 5.5 | 10.1 |
| Miles per gallon of diesel oil | | | | | | | |
| For hire | — | — | — | — | — | 6.9 | 6.9 |
| Private: | | | | | | | |
| Intercity | — | — | — | — | — | — | — |
| Urban | — | — | — | — | — | — | — |
| Farm | — | — | — | — | — | — | — |
| Total | — | — | — | — | — | 6.9 | 6.9 |

**Section I. Motor Truck Traffic Performed by Manitoba Registered Trucks Inside and Outside the Province
January 1, 1956 — December 31, 1956**

TABLE 3. Total Goods Carried and Ton Miles Performed

| Type of operation | Gross vehicle weight groups | | | | | | |
|---|-----------------------------|---------------|---------------|---------------|---------------|----------------|----------------|
| | 0-2½ tons | 2½-5 tons | 5-7½ tons | 7½-10 tons | 10-15 tons | Over 15 tons | Total |
| Total tons of goods carried | | | | | | | |
| '000 | | | | | | | |
| For hire | — | 25 | 41 | 345 | 156 | 1,020 | 1,587 |
| Private: | | | | | | | |
| Intercity | 1 | 147 | 86 | 259 | 496 | 532 | 1,521 |
| Urban | 169 | 1,291 | 2,093 | 6,191 | 5,770 | 1,610 | 17,124 |
| Farm | 110 | 1,498 | 764 | 840 | 190 | 9 | 3,411 |
| Total | 280 | 2,961 | 2,984 | 7,635 | 6,612 | 3,171 | 23,643 |
| Average weight carried (Average weight of goods carried per one-way trip) ¹ | | | | | | | |
| For hire | — | .8 | 1.7 | 3.2 | 3.9 | 9.1 | 7.3 |
| Private: | | | | | | | |
| Intercity | .1 | .4 | 1.5 | 2.7 | 4.4 | 10.8 | 3.1 |
| Urban | .2 | .5 | 1.8 | 3.8 | 5.9 | 12.5 | 1.8 |
| Farm | .4 | .7 | 2.5 | 3.6 | 5.9 | 7.5 | 1.3 |
| Total | .2 | .6 | 1.9 | 3.5 | 5.1 | 9.5 | 3.1 |
| Total ton miles performed | | | | | | | |
| '000 | | | | | | | |
| For hire | — | 1,006 | 1,290 | 21,436 | 12,482 | 256,830 | 293,044 |
| Private: | | | | | | | |
| Intercity | 6 | 4,605 | 3,277 | 8,231 | 15,741 | 42,217 | 74,077 |
| Urban | 3,695 | 15,840 | 14,698 | 51,417 | 42,736 | 24,061 | 152,447 |
| Farm | 1,242 | 16,027 | 8,928 | 11,392 | 5,072 | 104 | 42,765 |
| Total | 4,943 | 37,478 | 28,193 | 92,476 | 76,031 | 323,212 | 562,333 |
| Average ton miles per truck | | | | | | | |
| For hire | — | 11,200 | 25,800 | 82,400 | 92,500 | 401,300 | 249,400 |
| Private: | | | | | | | |
| Intercity | 400 | 3,300 | 16,800 | 24,600 | 61,000 | 281,400 | 31,800 |
| Urban | 600 | 1,400 | 6,700 | 17,300 | 38,200 | 102,400 | 6,400 |
| Farm | 400 | 700 | 1,900 | 4,300 | 17,500 | 34,700 | 1,300 |
| Total | 500 | 1,100 | 3,900 | 14,800 | 42,200 | 314,400 | 9,200 |

1. Excludes vehicles making trips empty.

Section I. Motor Truck Traffic Performed by Manitoba Registered Trucks Inside and Outside the Province
January 1, 1956 - December 31, 1956

TABLE 4. Total Truck Capacity

| Type of operation | Gross vehicle weight groups | | | | | | |
|--|-----------------------------|-----------------|----------------|-----------------|-----------------|-----------------|--------------------|
| | 0-2½ tons | 2½-5 tons | 5-7½ tons | 7½-10 tons | 10-15 tons | Over 15 tons | Total |
| Total Capacity ton miles ¹ | | | | | | | |
| '000 | | | | | | | |
| For hire | — | 2, 218 | 4, 217 | 44, 349 | 27, 551 | 469, 890 | 548, 225 |
| Private: | | | | | | | |
| Intercity | 282 | 24, 396 | 9, 602 | 21, 907 | 42, 771 | 94, 079 | 193, 037 |
| Urban | 33, 197 | 104, 786 | 44, 764 | 126, 602 | 102, 607 | 58, 669 | 470, 625 |
| Farm | 11, 143 | 91, 351 | 27, 360 | 31, 947 | 10, 835 | 537 | 173, 173 |
| Total | 44, 622 | 222, 751 | 85, 943 | 224, 805 | 183, 764 | 623, 175 | 1, 385, 060 |
| Capacity ton miles per truck | | | | | | | |
| For hire | — | 24, 600 | 84, 300 | 170, 600 | 204, 100 | 734, 200 | 466, 600 |
| Private: | | | | | | | |
| Intercity | 18, 800 | 17, 700 | 49, 200 | 65, 400 | 165, 800 | 627, 200 | 82, 700 |
| Urban | 5, 700 | 9, 200 | 20, 500 | 42, 500 | 91, 600 | 249, 700 | 19, 800 |
| Farm | 3, 100 | 4, 100 | 5, 700 | 12, 000 | 37, 400 | 178, 800 | 5, 100 |
| Total | 4, 700 | 6, 300 | 11, 900 | 36, 100 | 101, 900 | 606, 200 | 22, 700 |
| Percentage of capacity utilized ² | | | | | | | |
| For hire | — | 45.4 | 30.6 | 48.3 | 45.3 | 54.7 | 53.5 |
| Private: | | | | | | | |
| Intercity | 2.2 | 18.9 | 34.1 | 37.6 | 36.8 | 44.9 | 38.4 |
| Urban | 11.1 | 15.1 | 32.8 | 40.6 | 41.7 | 41.0 | 32.4 |
| Farm | 11.1 | 17.5 | 32.6 | 35.7 | 46.8 | 19.4 | 24.7 |
| Total | 11.1 | 16.8 | 32.8 | 41.1 | 41.4 | 51.9 | 40.6 |

1. Capacity ton miles are determined by multiplying the actual total number of miles travelled by the difference between gross vehicle weight and estimated tare weight or the weight of the heaviest load carried, whichever is higher.

2. See text, page 6 paragraph 8.

Section I. Motor Truck Traffic Performed by Manitoba Registered Trucks Inside and Outside the Province
January 1, 1956 - December 31, 1956

TABLE 5. Total Gross Ton Miles Performed¹

| Type of operation | Gross vehicle weight groups | | | | | | |
|-----------------------------------|-----------------------------|-----------------|-----------------|-----------------|-----------------|-----------------|--------------------|
| | 0-2½ tons | 2½-5 tons | 5-7½ tons | 7½-10 tons | 10-15 tons | Over 15 tons | Total |
| Total gross ton miles | | | | | | | |
| '000 | | | | | | | |
| For hire | — | 3, 996 | 4, 891 | 54, 135 | 30, 344 | 503, 215 | 596, 581 |
| Private: | | | | | | | |
| Intercity | 570 | 43, 203 | 12, 628 | 25, 216 | 42, 041 | 92, 124 | 215, 782 |
| Urban | 78, 026 | 189, 916 | 56, 733 | 145, 120 | 103, 875 | 47, 607 | 621, 277 |
| Farm | 18, 388 | 149, 154 | 32, 950 | 34, 003 | 11, 502 | 391 | 246, 388 |
| Total | 96, 984 | 386, 269 | 107, 202 | 258, 474 | 187, 762 | 643, 337 | 1, 680, 028 |
| Average gross ton miles per truck | | | | | | | |
| For hire | — | 44, 400 | 97, 800 | 208, 200 | 224, 800 | 786, 300 | 507, 700 |
| Private: | | | | | | | |
| Intercity | 38, 000 | 31, 300 | 64, 800 | 75, 300 | 163, 000 | 614, 200 | 92, 500 |
| Urban | 13, 300 | 16, 700 | 26, 000 | 48, 700 | 92, 700 | 202, 600 | 26, 100 |
| Farm | 5, 200 | 6, 600 | 6, 900 | 12, 800 | 39, 700 | 130, 400 | 7, 300 |
| Total | 10, 300 | 10, 900 | 14, 800 | 41, 500 | 104, 100 | 625, 800 | 27, 500 |

1. Gross ton miles performed are determined by adding to the total ton miles performed the weight of the vehicle empty (tare) multiplied by total miles travelled.

**Section I. Motor Truck Traffic Performed by Manitoba Registered Trucks Inside and Outside the Province
January 1, 1956 – December 31, 1956**

TABLE 6. Total Revenue From Operations Performed by For Hire Carriers

| | Gross vehicle weight groups | | | | | | |
|--|-----------------------------|-----------|-----------|------------|------------|--------------|------------|
| | 0-2½ tons | 2½-5 tons | 5-7½ tons | 7½-10 tons | 10-15 tons | Over 15 tons | Total |
| Total revenue..... \$ | — | 522,000 | 269,000 | 2,227,000 | 1,230,000 | 13,809,000 | 18,057,000 |
| Revenue per ton mile | — | 51.8 | 20.9 | 10.4 | 9.9 | 5.4 | 6.2 |
| Revenue per mile (total mileage travelled) ¢ | — | 38.3 | 26.8 | 27.7 | 31.9 | 43.2 | 39.0 |
| Average yearly revenue per truck | — | 5,800 | 5,400 | 8,600 | 9,100 | 21,600 | 15,400 |

**Section II. Motor Truck Traffic Performed by Manitoba Registered Trucks Within the Province
January 1, 1956 – December 31, 1956**

TABLE 7. Mileage Travelled Within the Province

| Type of operation | Gross vehicle weight groups | | | | | | |
|---|------------------------------|-----------------------------------|------------------------------------|-------------------------------------|-------------------------------------|---|----------------|
| | 0-2½ tons 0-5,000 lbs. | 2½-5 tons 5,001-10,000 lbs. | 5-7½ tons 10,001-15,000 lbs. | 7½-10 tons 15,001-20,000 lbs. | 10-15 tons 20,001-30,000 lbs. | Over 15 tons 30,001 lbs. and over | Total |
| Total mileage travelled | | | | | | | |
| | '000 | | | | | | |
| For hire..... | — | 1,363 | 1,006 | 8,051 | 3,852 | 12,276 | 26,548 |
| Private: | | | | | | | |
| Intercity | 353 | 17,419 | 2,748 | 4,223 | 5,221 | 5,260 | 35,224 |
| Urban..... | 45,416 | 84,724 | 12,339 | 23,730 | 13,296 | 3,744 | 183,249 |
| Farm | 11,537 | 62,996 | 6,870 | 5,736 | 1,444 | 46 | 88,629 |
| Total | 57,306 | 166,502 | 22,963 | 41,740 | 23,813 | 21,326 | 333,650 |
| Average yearly mileage per truck | | | | | | | |
| For hire..... | — | 15,100 | 20,100 | 31,000 | 28,500 | 19,200 | 22,600 |
| Private: | | | | | | | |
| Intercity | 23,500 | 12,600 | 14,100 | 12,600 | 20,200 | 35,100 | 15,100 |
| Urban..... | 7,700 | 7,400 | 5,600 | 8,000 | 11,900 | 15,900 | 7,700 |
| Farm | 3,300 | 2,800 | 1,400 | 2,200 | 5,000 | 15,300 | 2,600 |
| Total | 6,100 | 4,700 | 3,200 | 6,700 | 13,200 | 20,700 | 5,500 |
| Average journey (Average distance each ton of goods was carried) | | | | | | | |
| For hire..... | — | 41.0 | 31.1 | 62.2 | 80.1 | 92.4 | 81.5 |
| Private: | | | | | | | |
| Intercity | 8.0 | 31.0 | 38.3 | 31.8 | 30.4 | 68.9 | 43.9 |
| Urban..... | 21.9 | 12.3 | 7.0 | 8.3 | 7.4 | 14.9 | 8.9 |
| Farm | 11.3 | 10.7 | 11.7 | 13.6 | 26.8 | 11.8 | 12.5 |
| Total | 17.7 | 12.6 | 9.4 | 12.1 | 11.4 | 47.1 | 16.2 |
| Percentage of total mileage travelled empty | | | | | | | |
| For hire..... | — | 11.6 | 24.3 | 17.4 | 17.9 | 14.3 | 16.0 |
| Private: | | | | | | | |
| Intercity | 82.3 | 36.8 | 20.8 | 27.5 | 38.2 | 41.1 | 35.7 |
| Urban..... | 57.1 | 61.4 | 33.4 | 43.0 | 45.5 | 48.6 | 54.6 |
| Farm | 71.8 | 65.3 | 48.5 | 45.1 | 40.2 | 69.9 | 63.1 |
| Total | 60.2 | 59.9 | 36.0 | 36.8 | 39.1 | 27.1 | 51.8 |

Section II. Motor Truck Traffic Performed by Manitoba Registered Trucks Within the Province
January 1, 1956 - December 31, 1956

TABLE 8. Fuel Consumption Within the Province

| Type of operation | Gross vehicle weight groups | | | | | | |
|-------------------|--------------------------------------|-----------|-----------|------------|------------|--------------|--------|
| | 0-2½ tons | 2½-5 tons | 5-7½ tons | 7½-10 tons | 10-15 tons | Over 15 tons | Total |
| | Total gallons of gasoline consumed | | | | | | |
| | '000 | | | | | | |
| For hire | — | 104 | 113 | 1,050 | 554 | 1,953 | 3,774 |
| Private: | | | | | | | |
| Intercity | 30 | 1,371 | 265 | 524 | 735 | 927 | 3,852 |
| Urban | 2,963 | 6,454 | 1,318 | 3,161 | 2,152 | 699 | 16,747 |
| Farm | 758 | 4,723 | 692 | 671 | 212 | 9 | 7,065 |
| Total | 3,751 | 12,652 | 2,388 | 5,406 | 3,653 | 3,588 | 31,438 |
| | Total gallons of diesel oil consumed | | | | | | |
| | '000 | | | | | | |
| For hire | — | — | — | — | — | 236 | 236 |
| Private: | | | | | | | |
| Intercity | — | — | — | — | — | — | — |
| Urban | — | — | — | — | — | — | — |
| Farm | — | — | — | — | — | — | — |
| Total | — | — | — | — | — | 236 | 236 |
| | Miles per gallon of gasoline | | | | | | |
| For hire | — | 13.1 | 8.9 | 7.7 | 6.9 | 5.4 | 6.6 |
| Private: | | | | | | | |
| Intercity | 11.9 | 12.7 | 10.4 | 8.1 | 7.1 | 5.7 | 9.1 |
| Urban | 15.3 | 13.1 | 9.4 | 7.5 | 6.2 | 5.4 | 10.9 |
| Farm | 15.2 | 13.3 | 9.9 | 8.5 | 6.8 | 5.3 | 12.5 |
| Total | 15.2 | 13.2 | 9.6 | 7.7 | 6.5 | 5.5 | 10.6 |
| | Miles per gallon of diesel oil | | | | | | |
| For hire | — | — | — | — | — | 7.2 | 7.2 |
| Private: | | | | | | | |
| Intercity | — | — | — | — | — | — | — |
| Urban | — | — | — | — | — | — | — |
| Farm | — | — | — | — | — | — | — |
| Total | — | — | — | — | — | 7.2 | 7.2 |

Section II. Motor Truck Traffic Performed by Manitoba Registered Trucks Within the Province
January 1, 1956 - December 31, 1956

TABLE 9. Goods Carried and Ton Miles Performed Within the Province

| Type of operation | Gross vehicle weight groups | | | | | | |
|-------------------|---|-----------|-----------|------------|------------|--------------|--------|
| | 0-2½ tons | 2½-5 tons | 5-7½ tons | 7½-10 tons | 10-15 tons | Over 15 tons | Total |
| | Total tons of goods carried | | | | | | |
| | '000 | | | | | | |
| For hire | — | 25 | 41 | 345 | 156 | 920 | 1,487 |
| Private: | | | | | | | |
| Intercity | 1 | 147 | 86 | 259 | 483 | 484 | 1,460 |
| Urban | 169 | 1,291 | 2,093 | 6,191 | 5,770 | 1,610 | 17,124 |
| Farm | 110 | 1,498 | 764 | 840 | 190 | 9 | 3,411 |
| Total | 280 | 2,961 | 2,984 | 7,635 | 6,599 | 3,023 | 23,482 |
| | Average weight carried (Average weight of goods carried per one-way trip) ¹ | | | | | | |
| For hire | — | .8 | 1.7 | 3.2 | 3.9 | 8.1 | 5.4 |
| Private: | | | | | | | |
| Intercity | .1 | .4 | 1.5 | 2.7 | 4.5 | 10.8 | 2.8 |
| Urban | .2 | .5 | 1.8 | 3.8 | 5.9 | 12.5 | 1.8 |
| Farm | .4 | .7 | 2.5 | 3.6 | 5.9 | 7.5 | 1.3 |
| Total | .2 | .6 | 1.9 | 3.5 | 5.2 | 9.2 | 2.4 |

1. Excludes vehicles making trips empty.

Section II. Motor Truck Traffic Performed by Manitoba Registered Trucks Within the Province
January 1, 1956 – December 31, 1956

TABLE 9. Goods Carried and Ton Miles Performed Within the Province – Concluded

| Type of operation | Gross vehicle weight groups | | | | | | |
|-----------------------------|-----------------------------|---------------|---------------|---------------|---------------|----------------|----------------|
| | 0-2½ tons | 2½-5 tons | 5-7½ tons | 7½-10 tons | 10-15 tons | Over 15 tons | Total |
| Total ton miles performed | | | | | | | |
| '000 | | | | | | | |
| For hire | — | 1,006 | 1,290 | 21,436 | 12,482 | 85,016 | 121,230 |
| Private: | | | | | | | |
| Intercity | 6 | 4,557 | 3,277 | 8,231 | 14,662 | 33,358 | 64,091 |
| Urban | 3,695 | 15,840 | 14,698 | 51,417 | 42,736 | 24,061 | 152,447 |
| Farm | 1,242 | 16,027 | 8,928 | 11,392 | 5,072 | 104 | 42,765 |
| Total | 4,943 | 37,430 | 28,193 | 92,476 | 74,952 | 142,539 | 380,533 |
| Average ton miles per truck | | | | | | | |
| For hire | — | 11,200 | 25,800 | 82,400 | 92,500 | 132,800 | 103,200 |
| Private: | | | | | | | |
| Intercity | 400 | 3,300 | 16,800 | 24,600 | 56,800 | 222,400 | 27,500 |
| Urban | 600 | 1,400 | 6,700 | 17,300 | 38,200 | 102,400 | 6,400 |
| Farm | 400 | 700 | 1,900 | 4,300 | 17,500 | 34,700 | 1,300 |
| Total | 500 | 1,100 | 3,900 | 14,800 | 41,600 | 138,700 | 6,200 |

Section II. Motor Truck Traffic Performed by Manitoba Registered Trucks Within the Province
January 1, 1956 – December 31, 1956

TABLE 10. Truck Capacity Within the Province

| Type of operation | Gross vehicle weight groups | | | | | | |
|--|-----------------------------|----------------|---------------|----------------|----------------|----------------|------------------|
| | 0-2½ tons | 2½-5 tons | 5-7½ tons | 7½-10 tons | 10-15 tons | Over 15 tons | Total |
| Total capacity ton miles ¹ | | | | | | | |
| '000 | | | | | | | |
| For hire | — | 2,218 | 4,217 | 44,349 | 27,551 | 184,235 | 262,570 |
| Private: | | | | | | | |
| Intercity | 282 | 23,992 | 9,602 | 21,907 | 40,165 | 75,049 | 170,997 |
| Urban | 33,197 | 104,786 | 44,764 | 126,602 | 102,607 | 58,669 | 470,625 |
| Farm | 11,143 | 91,351 | 27,360 | 31,947 | 10,835 | 537 | 173,173 |
| Total | 44,622 | 222,347 | 85,943 | 224,805 | 181,158 | 318,490 | 1,077,365 |
| Capacity ton miles per truck | | | | | | | |
| For hire | — | 24,600 | 84,300 | 170,600 | 204,100 | 287,900 | 223,500 |
| Private: | | | | | | | |
| Intercity | 18,800 | 17,400 | 49,200 | 65,400 | 155,700 | 500,300 | 73,300 |
| Urban | 5,700 | 9,200 | 20,500 | 42,500 | 91,600 | 249,700 | 19,800 |
| Farm | 3,100 | 4,100 | 5,700 | 12,000 | 37,400 | 178,800 | 5,100 |
| Total | 4,700 | 6,300 | 11,900 | 36,100 | 100,500 | 309,800 | 17,600 |
| Percentage of capacity utilized ² | | | | | | | |
| For hire | — | 45.4 | 30.6 | 48.3 | 45.3 | 46.1 | 46.2 |
| Private: | | | | | | | |
| Intercity | 2.2 | 19.0 | 34.1 | 37.6 | 36.5 | 44.4 | 37.5 |
| Urban | 11.1 | 15.1 | 32.8 | 40.6 | 41.7 | 41.0 | 32.4 |
| Farm | 11.1 | 17.5 | 32.6 | 35.7 | 46.8 | 19.4 | 24.7 |
| Total | 11.1 | 16.8 | 32.8 | 41.1 | 41.4 | 44.8 | 35.3 |

1. Capacity ton miles are determined by multiplying the actual number of miles travelled within the province by the difference between gross vehicle weight and estimated tare weight or the weight of the heaviest load carried, whichever is higher.

2. See text, page 6 paragraph 8.

**Section II. Motor Truck Traffic Performed by Manitoba Registered Trucks Within the Province
January 1, 1956 – December 31, 1956**

TABLE 11. Gross Ton Miles Performed Within the Province¹

| Type of operation | Gross vehicle weight groups | | | | | | |
|--|-----------------------------------|----------------|----------------|----------------|----------------|----------------|------------------|
| | 0-2½ tons | 2½-5 tons | 5-7½ tons | 7½-10 tons | 10-15 tons | Over 15 tons | Total |
| For hire Private: Intercity Urban Farm Total | Total gross ton miles | | | | | | |
| | '000 | | | | | | |
| | — | 3,996 | 4,891 | 54,135 | 30,344 | 177,441 | 270,807 |
| | 570 | 42,472 | 12,628 | 25,216 | 39,178 | 74,004 | 194,068 |
| | 78,026 | 189,916 | 56,733 | 145,120 | 103,875 | 47,607 | 621,277 |
| | 18,388 | 149,154 | 32,950 | 34,003 | 11,502 | 391 | 246,388 |
| | 96,984 | 385,538 | 107,202 | 258,474 | 184,899 | 299,443 | 1,332,540 |
| | Average gross ton miles per truck | | | | | | |
| | — | 44,400 | 97,800 | 208,200 | 224,800 | 277,300 | 230,500 |
| | 38,000 | 30,800 | 64,800 | 75,300 | 151,900 | 493,400 | 83,200 |
| 13,300 | 16,700 | 26,000 | 48,700 | 92,700 | 202,600 | 26,100 | |
| 5,200 | 6,600 | 6,900 | 12,800 | 39,700 | 130,400 | 7,300 | |
| 10,300 | 10,900 | 14,800 | 41,500 | 102,600 | 291,300 | 21,800 | |

1. Gross ton miles performed are determined by adding to the total ton miles performed the weight of vehicle empty (tare) multiplied by total mileage travelled.

**Section II. Motor Transport Traffic Performed by Manitoba Registered Trucks Within the Province
January 1, 1956 – December 31, 1956**

TABLE 12. Revenue From Operations Performed by For Hire Carriers Within the Province

| | Gross vehicle weight groups | | | | | | Total |
|---|-----------------------------|-----------|-----------|------------|------------|--------------|-----------|
| | 0-2½ tons | 2½-5 tons | 5-7½ tons | 7½-10 tons | 10-15 tons | Over 15 tons | |
| Total revenue | \$ — | 522,000 | 269,000 | 2,227,000 | 1,230,000 | 5,322,000 | 9,570,000 |
| Revenue per ton mile | ¢ — | 51.8 | 20.9 | 10.4 | 9.9 | 6.3 | 7.9 |
| Revenue per mile (total mileage travelled) .. | ¢ — | 38.3 | 26.8 | 27.7 | 31.9 | 43.4 | 36.0 |
| Average yearly revenue per truck | \$ — | 5,800 | 5,400 | 8,600 | 9,100 | 8,300 | 8,100 |

**Section III. Motor Truck Traffic Performed by Manitoba Registered Trucks Engaged in Interprovincial
and International Traffic January 1, 1956 – December 31, 1956**

TABLE 13. Total Tons of Goods Carried Into and Out of Manitoba by Origin and Destination, by Type of Operation

| Origin or destination | For hire trucks | Private intercity trucks | All trucks |
|-----------------------------|-----------------|--------------------------|------------|
| | '000 tons | '000 tons | '000 tons |
| To Ontario | 58 | 5 | 63 |
| From Ontario | 65 | 4 | 69 |
| To Saskatchewan | 56 | 14 | 70 |
| From Saskatchewan | 28 | 7 | 35 |
| To Alberta | 11 | — | 11 |
| From Alberta | 8 | — | 8 |
| To British Columbia | 1 | — | 1 |
| From British Columbia | 4 | — | 4 |
| To United States | 12 | — | 12 |
| From United States | 12 | 9 | 21 |
| Grand Total | To | 19 | 157 |
| | From | 20 | 137 |

Section III. Motor Truck Traffic Performed by Manitoba Registered Trucks Engaged in Interprovincial and International Traffic January 1, 1956 — December 31, 1956

TABLE 14. Interprovincial and International Traffic by Gross Vehicle Weight Groups

| Gross vehicle weight | For hire trucks | | | |
|---------------------------|---------------------------------|-----------------|------------------------|---------------------------|
| | Total miles travelled with load | Total ton miles | Average weight carried | Average distance per trip |
| | '000 | '000 | Tons | Miles |
| 20,000 lbs. or less | — | — | — | — |
| 20,001-25,000 lbs. | — | — | — | — |
| 25,001-30,000 " | — | — | — | — |
| 30,001-35,000 " | 163 | 407 | 2 | 876 |
| 35,001-40,000 " | 7,136 | 51,260 | 7 | 673 |
| 40,001-45,000 " | 2,345 | 21,111 | 9 | 407 |
| 45,001-50,000 " | 998 | 7,359 | 7 | 488 |
| 50,001 and over | 8,311 | 106,076 | 13 | 757 |
| Total | 18,953 | 186,213 | 10 | 641 |
| | Private intercity trucks | | | |
| | Total miles travelled with load | Total ton miles | Average weight carried | Average distance per trip |
| | '000 | '000 | Tons | Miles |
| 20,000 lbs. or less | 43 | 11 | 0.25 | 175 |
| 20,001-25,000 lbs. | 496 | 1,463 | 3 | 146 |
| 25,001-30,000 " | — | — | — | — |
| 30,001-35,000 " | 42 | 496 | 12 | 43 |
| 35,001-40,000 " | 403 | 4,823 | 12 | 237 |
| 40,001-45,000 " | 645 | 5,433 | 8 | 379 |
| 45,001-50,000 " | — | — | — | — |
| 50,001 and over | — | — | — | — |
| Total | 1,629 | 12,226 | 8 | 203 |

Section III. Motor Truck Traffic Performed by Manitoba Registered Trucks Engaged in Interprovincial and International Traffic January 1, 1956 — December 31, 1956

TABLE 15. Commodities Carried by Manitoba Registered Trucks in Interprovincial and International Traffic

| Commodity classification | For hire trucks | | | | | | |
|---------------------------------------|--------------------------|---------------------------------|-----------------|------------------------|--------------------------|---------------|----------------------|
| | Weight of goods carried | Total miles travelled with load | Total ton miles | Average weight carried | Average distance per ton | Total revenue | Revenue per ton mile |
| | '000 tons | '000 | '000 | Tons | Miles | \$'000 | ¢ |
| Agricultural products | 20 | 1,553 | 17,178 | 11 | 859 | 543 | 3.16 |
| Animal and animal products | 31 | 2,597 | 28,434 | 11 | 917 | 991 | 3.49 |
| Mine products | — | — | — | — | — | — | — |
| Forest products | — | — | — | — | — | — | — |
| Manufacturing and miscellaneous | 132 | 10,832 | 98,422 | 9 | 746 | 5,066 | 5.15 |
| N.O.S. general freight | 72 | 3,971 | 42,179 | 11 | 586 | 1,954 | 4.63 |
| Total | 255 | 18,953 | 186,213 | 10 | 730 | 8,554 | 4.59 |
| | Private intercity trucks | | | | | | |
| | Weight of goods carried | Total miles travelled with load | Total ton miles | Average weight carried | Average distance per ton | | |
| | '000 tons | '000 | '000 | Tons | Miles | | |
| Agricultural products | 12 | 140 | 1,662 | 12 | 138 | | |
| Animal and animal products | — | — | — | — | — | | |
| Mine products | — | — | — | — | — | | |
| Forest products | 6 | 305 | 3,657 | 12 | 610 | | |
| Manufacturing and miscellaneous | 21 | 1,184 | 6,907 | 6 | 329 | | |
| N.O.S. general freight | — | — | — | — | — | | |
| Total | 39 | 1,629 | 12,226 | 8 | 313 | | |

**Section IV. Motor Bus Traffic Performed by Manitoba Registered Buses Inside and Outside the Province
January 1, 1956 — December 31, 1956**

TABLE 16. Mileage, Fuel, Passengers and Passenger Miles, Capacity and Revenue

| | Passenger seating capacity | | | | |
|--|----------------------------|------------|-------------|------------|-------------|
| | 0-19 | 20-29 | 30-39 | 40 & over | Total |
| Mileage: | | | | | |
| Total mileage travelled | 77,000 | 596,000 | 9,870,000 | 915,000 | 11,458,000 |
| Average yearly mileage per bus | 25,700 | 29,800 | 69,000 | 50,900 | 62,300 |
| Average journey (Average distance per passenger) | 9.0 | 25.2 | 73.9 | 86.7 | 70.8 |
| Fuel: | | | | | |
| Total gallons of gasoline consumed | 7,000 | 89,000 | 1,018,000 | 51,000 | 1,165,000 |
| Total gallons of diesel oil consumed | — | — | 514,000 | 99,000 | 613,000 |
| Miles per gallon of gasoline | 11.4 | 6.7 | 5.7 | 5.9 | 5.8 |
| Miles per gallon of diesel oil | — | — | 7.8 | 6.2 | 7.6 |
| Passengers and passenger miles: | | | | | |
| Total number of passengers carried | 63,000 | 155,000 | 2,274,000 | 251,000 | 2,743,000 |
| Total number of passenger miles | 565,000 | 3,906,000 | 168,003,000 | 21,806,000 | 194,280,000 |
| Average number of passengers carried per mile | 7.3 | 6.6 | 17.0 | 23.8 | 17.0 |
| Capacity: | | | | | |
| Total capacity seat miles | 1,467,000 | 15,844,000 | 360,464,000 | 39,883,000 | 417,658,000 |
| Percentage of capacity utilized | 38.5 | 24.7 | 46.6 | 54.7 | 46.5 |
| Revenue: | | | | | |
| Total passenger revenue | \$ 10,000 | 109,000 | 3,866,000 | 428,000 | 4,413,000 |
| Revenue per mile (total mileage travelled) | ¢ 12.3 | 18.2 | 39.2 | 46.8 | 38.5 |
| Revenue per passenger mile | ¢ 1.7 | 2.8 | 2.3 | 2.0 | 2.3 |
| Revenue per bus | \$ 3,200 | 5,400 | 27,000 | 23,800 | 24,000 |

**Section V. Motor Bus Traffic Performed by Manitoba Registered Buses Within the Province
January 1, 1956 — December 31, 1956**

TABLE 17. Mileage, Fuel, Passengers and Passenger Miles, Capacity and Revenue

| | Passenger seating capacity | | | | |
|--|----------------------------|------------|-------------|------------|-------------|
| | 0-19 | 20-29 | 30-39 | 40 & over | Total |
| Mileage: | | | | | |
| Total mileage travelled | 77,000 | 596,000 | 4,836,000 | 369,000 | 5,878,000 |
| Average yearly mileage per bus | 25,700 | 29,800 | 33,800 | 20,500 | 32,000 |
| Average journey (Average distance per passenger) | 9.0 | 25.2 | 47.8 | 33.4 | 43.4 |
| Fuel: | | | | | |
| Total gallons of gasoline consumed | 7,000 | 89,000 | 672,000 | 50,000 | 818,000 |
| Total gallons of diesel oil consumed | — | — | 128,000 | 12,000 | 140,000 |
| Miles per gallon of gasoline | 11.4 | 6.7 | 5.7 | 5.9 | 5.9 |
| Miles per gallon of diesel oil | — | — | 7.8 | 6.2 | 7.7 |
| Passengers and passenger miles: | | | | | |
| Total number of passengers carried | 63,000 | 155,000 | 1,558,000 | 195,000 | 1,971,000 |
| Total number of passenger miles | 565,000 | 3,906,000 | 74,563,000 | 6,513,000 | 85,552,000 |
| Average number of passengers carried per mile | 7.3 | 6.6 | 15.4 | 17.6 | 14.6 |
| Capacity: | | | | | |
| Total capacity seat miles | 1,467,000 | 15,844,000 | 174,214,000 | 16,399,000 | 207,924,000 |
| Percentage of capacity utilized | 38.5 | 24.7 | 42.8 | 39.7 | 41.1 |
| Revenue: | | | | | |
| Total passenger revenue | \$ 10,000 | 109,000 | 1,790,000 | 154,000 | 2,063,000 |
| Revenue per mile (total mileage travelled) | ¢ 12.3 | 18.2 | 37.0 | 41.6 | 35.1 |
| Revenue per passenger mile | ¢ 1.7 | 2.8 | 2.4 | 2.4 | 2.4 |
| Revenue per bus | \$ 3,200 | 5,400 | 12,500 | 8,500 | 11,200 |

APPENDIX I
Sampling Results

| Type of operation | Gross vehicle weight groups | | | | | | |
|---|------------------------------|-----------------------------------|------------------------------------|-------------------------------------|-------------------------------------|---|--------|
| | 0-2½ tons 0-5,000 lbs. | 2½-5 tons 5,001-10,000 lbs. | 5-7½ tons 10,001-15,000 lbs. | 7½-10 tons 15,001-20,000 lbs. | 10-15 tons 20,001-30,000 lbs. | Over 15 tons 30,001 lbs. and over | Total |
| Estimated average Manitoba truck population January 1, 1956 — December 31, 1956 | | | | | | | |
| For hire..... | — | 90 | 50 | 260 | 135 | 640 | 1,175 |
| Private: | | | | | | | |
| Intercity | 15 | 1,380 | 195 | 335 | 258 | 150 | 2,333 |
| Urban..... | 5,865 | 11,400 | 2,185 | 2,980 | 1,120 | 235 | 23,785 |
| Farm | 3,540 | 22,530 | 4,795 | 2,655 | 290 | 3 | 33,813 |
| Total | 9,420 | 35,400 | 7,225 | 6,230 | 1,803 | 1,028 | 61,106 |
| Total number of trucks selected in samples | | | | | | | |
| For hire..... | — | 12 | 9 | 45 | 46 | 198 | 310 |
| Private: | | | | | | | |
| Intercity | 1 | 172 | 36 | 56 | 73 | 44 | 382 |
| Urban..... | 377 | 1,433 | 391 | 535 | 353 | 82 | 3,171 |
| Farm | 226 | 2,818 | 877 | 489 | 93 | 1 | 4,504 |
| Total | 604 | 4,435 | 1,313 | 1,125 | 565 | 325 | 8,367 |
| Number of questionnaires returned completed | | | | | | | |
| For hire..... | — | 8* | 5* | 35 | 33 | 119 | 200 |
| Private: | | | | | | | |
| Intercity | 1* | 106 | 21 | 32 | 53 | 31 | 244 |
| Urban..... | 179 | 638 | 205 | 212 | 144 | 32 | 1,410 |
| Farm | 93 | 1,190 | 237 | 126 | 22 | 1* | 1,669 |
| Total | 273 | 1,942 | 468 | 405 | 252 | 183 | 3,523 |
| Number of sampled trucks reported not in use during survey week | | | | | | | |
| For hire..... | — | 4 | 1 | — | 10 | 44 | 59 |
| Private: | | | | | | | |
| Intercity | — | 43 | 10 | 18 | 14 | 7 | 92 |
| Urban..... | 84 | 338 | 108 | 187 | 114 | 27 | 858 |
| Farm | 68 | 1,004 | 467 | 241 | 44 | — | 1,824 |
| Total | 152 | 1,389 | 586 | 446 | 182 | 78 | 2,833 |
| Number of questionnaires returned incomplete and unusable | | | | | | | |
| For hire..... | — | — | — | 3 | 2 | 11 | 16 |
| Private: | | | | | | | |
| Intercity | — | 14 | 5 | 5 | 6 | 3 | 33 |
| Urban..... | 82 | 358 | 53 | 96 | 72 | 9 | 670 |
| Farm | 37 | 349 | 71 | 69 | 16 | — | 542 |
| Total | 119 | 721 | 129 | 173 | 96 | 23 | 1,261 |
| Number of questionnaires not returned (non respondents) | | | | | | | |
| For hire..... | — | — | 3 | 7 | 1 | 24 | 35 |
| Private: | | | | | | | |
| Intercity | — | 9 | — | 1 | — | 3 | 13 |
| Urban..... | 32 | 99 | 25 | 40 | 23 | 14 | 233 |
| Farm | 28 | 275 | 102 | 53 | 11 | — | 469 |
| Total | 60 | 383 | 130 | 101 | 35 | 41 | 750 |

* Estimates appearing in these categories throughout the report fall below standard of reliability.



53-211

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MOTOR TRANSPORT TRAFFIC STATISTICS

PROVINCE OF MANITOBA

1957

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PROVINCE OF MANITOBA

JANUARY 1 - DECEMBER 31, 1957

CHART - 1

TRUCK REGISTRATIONS BY TYPE OF OPERATION

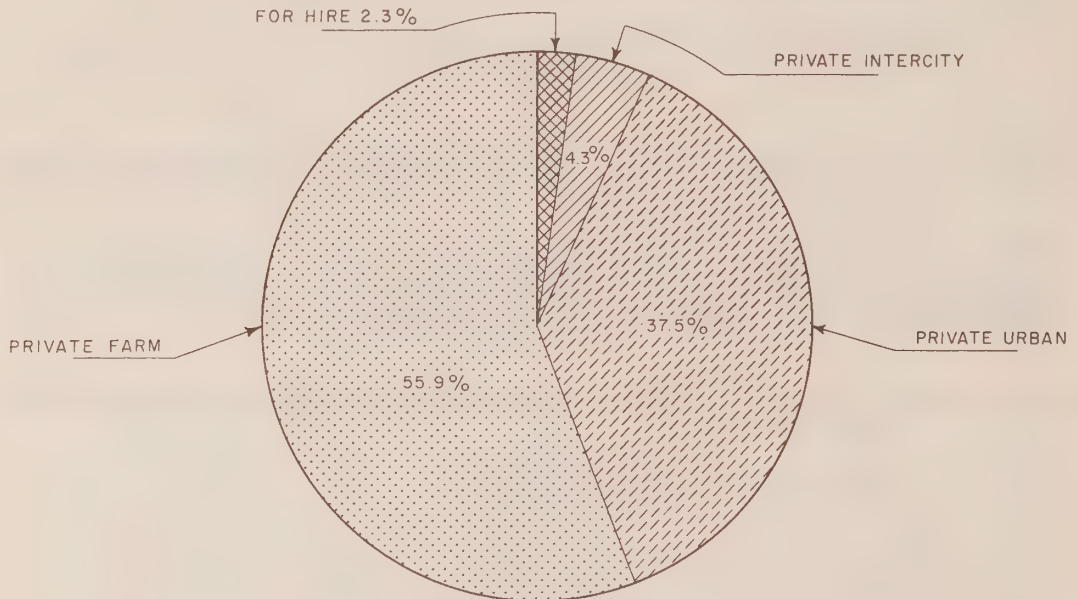
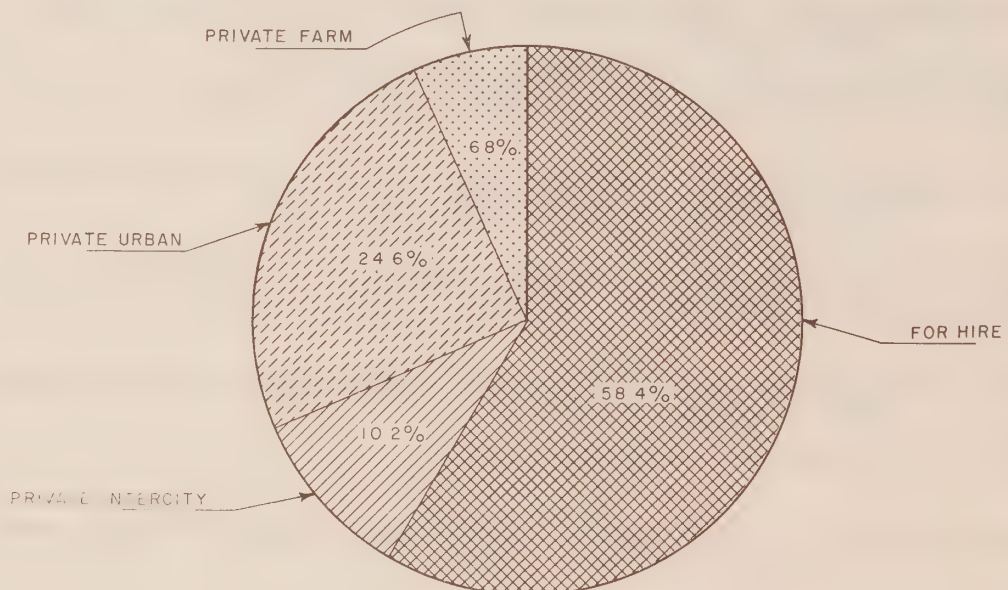


CHART - 2

NET TON MILES BY TYPE OF OPERATION



INTRODUCTION

Methods Followed in Survey

A sample of approximately 15 per cent of trucks and 38 per cent of intercity buses registered in Manitoba was selected for this annual survey. To allow for seasonal variations in motor transport traffic and to ensure that the sample vehicles represented current registrations in force, the survey was conducted in four quarterly segments with approximately one-fourth of total truck and bus registrations sampled each quarter. Vehicles selected were coded so that a particular vehicle would not be chosen more than once during each licence year. Each quarterly segment of the survey ran for a seven day period, Sunday through Saturday.

All trucks and buses registered in the province are represented with the following exceptions: (a) those not engaged in transportation services; (b) buses utilized for scheduled urban transit or school service; and, (c) military and other government owned vehicles. Trailers as such were excluded from the sample, but details of tractor-trailer combinations were obtained by including the power units or tractors in the survey.

Vehicles in the sample were stratified by function or type of operation and by gross vehicle weight groups. The four functional categories used were: for-hire, private intercity, private urban and private farm. For-hire trucks are those operated for compensation or gain anywhere in the province according to licence; private intercity vehicles are those owned and operated by firms and individuals on intercity routes to transport their own goods; private urban vehicles are those which are operated predominantly within urban or metropolitan areas; and private farm

trucks are those operated by farmers primarily to transport farm produce and supplies.

In Manitoba, trucks operated on a highway for compensation are classed as Public Service Vehicles and are issued with a "PSV" licence plate. Vehicles owned and operated on intercity routes by business, industry and individuals to transport their own raw materials, finished goods and merchandise are classed as commercial trucks and issued with a "CT" licence. Those operated in or within fifteen miles of any city, town or village in which the owner has his place of business are issued with a "T" licence. Trucks owned and operated by farmers are issued with an "FT" licence. These licence classifications correspond to the four functional categories as follows:

For-hire — "PSV" licences

Private — intercity — "CT" licences

— urban — "T" licences

— farm — "FT" licences

It is known that some "T" licensed trucks are operated for compensation but these vehicles have not been included in the for-hire category. The number of such vehicles was not known and a reliable estimate could not be made on the basis of replies to the survey questionnaire. As a result, the data shown throughout the report as "For-hire" is understated and that for "Private urban" is overstated by the extent of the operations of urban for-hire vehicles classified as "Private urban".

Expansion of Survey Results

The distribution of sample vehicles by gross vehicle weight groups and by function was used to provide population estimates as at the time of the sample selection. The sample results were then expanded to represent the operations of all trucks and intercity buses registered in the province during the three month period by multiplying the sample results by the inverse ratio of the sample to the population and by the ratio of three months to one week.

The expanded data for each of the four quarterly surveys were added together to obtain provincial estimates for the twelve month period. Yearly operating averages such as average yearly mileage were calculated from the average number of vehicles registered during the twelve month period. All other operating ratios were obtained from the twelve month aggregates.

Response to Survey

During the year survey questionnaires were sent to the owners or operators of 8,458 motor vehicles. Of this number 3,209 were returned completed and 2,849 vehicles were reported not used

during the survey week. In addition, 1,731 questionnaires were returned with insufficient information and were therefore unusable. Non response to the survey totalled 669 or 7.9 per cent.

REVIEW OF SURVEY RESULTS

Excluding vehicles that do not perform transportation services, the average number of trucks registered in Manitoba during the year was 55,119. Of these 1,258 or 2.3 per cent were for-hire carriers; 2,395 or 4.3 per cent were private intercity vehicles; 20,676 or 37.5 per cent were private trucks operating predominantly within urban areas; and 30,790 or 55.9 per cent were private farm trucks.

In the tables presented, blanks appear in a number of places where no vehicles for these particular weight classifications were chosen in any of the quarterly sample selections. It does not necessarily follow that there are no vehicles in the province belonging to these weight classifications.

Section 1: Traffic Inside and Outside the Province

Section 1 contains estimates of total traffic performed by all Manitoba registered trucks both inside and outside the province.

For-hire vehicles accounted for 58.4 per cent of the total net ton miles performed by Manitoba registered trucks although comprising only 2.3 per cent of the total truck population. This results primarily from the high average yearly mileage of for-hire trucks (37,700 miles as opposed to an average of 5,600 for all trucks) as well as the heavier average weight carried by for-hire vehicles (8.1 tons as compared with the average of 3.4 tons for all trucks). The heavier average loads carried by for-hire trucks is to be expected since, as revealed in the appendix, well over half of these vehicles have a gross vehicle weight of over 15 tons whereas less than one per cent of all other classes combined are in this upper weight group. The predominance of heavier vehicles in the for-hire class also explains the low miles per gallon ratio of 5.9 as compared with a ratio of 10.0 for all vehicles.

Although farm licensed vehicles in Manitoba comprise 56 per cent of the total trucking population, they perform about one-quarter of the total mileage travelled by all Manitoba registered trucks, with each truck averaging only 2,700 miles per year.

Section 2: Traffic Within the Province

This section presents estimates of traffic performed by Manitoba registered trucks entirely inside the province excluding the "outside the province" portion of interprovincial and international traffic as well as a small amount of traffic performed entirely outside the province. A comparison of Section I with Section II indicates that only 7.5 per cent of the total mileage travelled by Manitoba registered private intercity trucks was outside provincial boundaries. On the other hand, for-hire vehicles accumulated almost one-half of their total mileage and 61.2 per cent of the total net ton miles outside the province.

Section 3: Intraprovincial Traffic

This section includes estimates of for-hire and private intercity operations originating and terminating entirely inside the boundaries of Manitoba.

Analysing the distribution of total net ton miles by commodity, it is apparent that manufacturers (37.8 per cent) were the largest single commodity group to be transported by for-hire vehicles. General freight (30.5 per cent) and animals and animal products (24.0 per cent), however, accounted for significant portions of the total for-hire traffic. Because of the small average distance per ton for mine products (mostly gravel and sand), this commodity group formed only 4.1 per cent of total net ton miles although it accounted for 20.5 per cent of the total weight of goods carried. Private intercity trucks were primarily engaged in transporting manufactures.

Section 4: Interprovincial and International Traffic

Statistics of traffic performed by for-hire and private intercity trucks between Manitoba and other provinces and the United States are included in this section. On the present basis of sampling motor transport traffic, comparatively few Manitoba registered trucks engaging in interprovincial and international traffic are included in these surveys and as a result reliable estimates of such traffic have not been obtained. Hence the data in this section of the report should be used with considerable caution.

These estimates indicate with some reasonableness, however, that nearly half of the total weight of goods carried in interprovincial and international traffic by Manitoba registered trucks either originated or were destined for the province of Ontario while about two-fifths of the total tonnage was transported in traffic between Saskatchewan and Manitoba. It also may be noted that about two-thirds of the total net ton miles accumulated and one-half of total revenue earned by for-hire trucks was in interprovincial and international traffic.

Sections 5 and 6: Intercity Bus Traffic

Section 5 presents statistics on intercity bus traffic both inside and outside the province while Section 6 covers traffic within the province only. In comparing these two sections it is evident that a considerable portion of Manitoba registered bus operations was conducted outside the boundaries of the province; for example, while Manitoba buses accumulated a total of 217,753,000 passenger miles, only 84,110,000 or about two-fifths, can be accounted for within provincial boundaries. Similarly, although total revenue equalled 4,928,000 dollars, three-fifths, or 3,093,000 dollars, were earned while the buses were travelling outside provincial boundaries. This anomaly occurs through the inclusion in the sample of a large percentage of buses which are licensed in other provinces as well as Manitoba. Hence although registered in Manitoba, a number of buses did operate entirely outside the province during the survey weeks.

**SECTION I. TRAFFIC PERFORMED BY MANITOBA REGISTERED TRUCKS INSIDE AND OUTSIDE THE PROVINCE
JANUARY 1 – DECEMBER 31, 1957**

TABLE 1. All Trucks by Type of Operation

| | | For hire | Private | | | Total |
|--|--------|----------|-----------|---------|---------|-----------|
| | | | Intercity | Urban | Farm | |
| Mileage: | | | | | | |
| Total mileage travelled | '000 | 47,287 | 35,187 | 139,276 | 84,392 | 306,141 |
| Average yearly mileage per truck | | 37,700 | 14,700 | 6,700 | 2,700 | 5,600 |
| Average distance each ton was carried | | 177.7 | 38.1 | 9.9 | 13.0 | 27.7 |
| Percentage of total mileage travelled empty | | 21.9 | 38.8 | 53.2 | 67.4 | 50.6 |
| Fuel: | | | | | | |
| Total gallons of gasoline consumed | '000 | 7,036 | 3,688 | 12,659 | 6,595 | 29,978 |
| Miles per gallon of gasoline | | 5.9 | 9.4 | 11.0 | 12.8 | 10.0 |
| Total gallons of diesel oil consumed | '000 | 829 | 56 | — | — | 885 |
| Miles per gallon of diesel oil | | 6.6 | 6.4 | — | — | 6.6 |
| Total gallons of other fuel consumed | '000 | — | 29 | — | — | 29 |
| Miles per gallon of other fuel | | — | 5.5 | — | — | 5.5 |
| Weight of goods carried: | | | | | | |
| Total tons of goods carried | '000 | 1,694 | 1,380 | 12,853 | 2,703 | 18,630 |
| Average weight carried ¹ | ton | 8.1 | 2.4 | 1.9 | 1.3 | 3.4 |
| Net ton miles: | | | | | | |
| Total net ton miles performed | '000 | 300,866 | 52,550 | 126,741 | 35,240 | 515,397 |
| Average net ton miles per truck | | 239,200 | 21,900 | 6,100 | 1,100 | 9,400 |
| Capacity ton miles: | | | | | | |
| Total capacity ton miles ² | '000 | 578,349 | 157,424 | 375,733 | 154,982 | 1,266,488 |
| Average capacity ton miles per truck | | 459,700 | 65,700 | 18,200 | 5,000 | 23,000 |
| Percentage of capacity utilized | | 52.0 | 33.4 | 33.7 | 22.7 | 40.7 |
| Gross ton miles: | | | | | | |
| Total gross ton miles ³ | '000 | 641,779 | 175,696 | 494,184 | 227,516 | 1,539,175 |
| Average gross ton miles per truck | | 510,200 | 73,400 | 23,900 | 7,400 | 27,900 |
| Revenue: | | | | | | |
| Total revenue | \$'000 | 19,997 | — | — | — | — |
| Revenue per ton mile | ¢ | 6.6 | — | — | — | — |
| Revenue per mile (total mileage travelled) | ¢ | 42.3 | — | — | — | — |
| Average revenue per truck | \$ | 15,900 | — | — | — | — |

TABLE 2. All Trucks by Gross Vehicle Weight Groups

| | 0-2½ tons 0-5,000 lbs. | 2½-5 tons 5,001-10,000 lbs. | 5-7½ tons 10,001-15,000 lbs. | 7½-10 tons 15,001-20,000 lbs. | 10-15 tons 20,001-30,000 lbs. | Over 15 tons 30,001 lbs. and over | Total |
|---|------------------------------|-----------------------------------|------------------------------------|-------------------------------------|-------------------------------------|---|-----------|
| Mileage: | | | | | | | |
| Total mileage travelled | '000 44,157 | 146,585 | 19,600 | 32,849 | 17,486 | 45,465 | 306,142 |
| Average yearly mileage per truck | 5,700 | 4,400 | 3,300 | 6,200 | 12,000 | 38,200 | 5,600 |
| Average distance each ton was carried | 15.5 | 13.7 | 10.7 | 15.0 | 10.4 | 90.5 | 27.7 |
| Percentage of total mileage travelled empty | 66.4 | 59.8 | 37.4 | 38.9 | 38.6 | 24.6 | 50.6 |
| Fuel: | | | | | | | |
| Total gallons of gasoline consumed | '000 2,961 | 10,952 | 2,034 | 4,027 | 2,490 | 7,514 | 29,978 |
| Miles per gallon of gasoline | 14.9 | 13.4 | 9.6 | 8.2 | 7.0 | 5.3 | 10.0 |
| Total gallons of diesel oil consumed | '000 — | — | — | — | — | 885 | 885 |
| Miles per gallon of diesel oil | — | — | — | — | — | 6.6 | 6.6 |
| Total gallons of other fuel consumed | '000 — | — | — | — | 29 | — | 29 |
| Miles per gallon of other fuel | — | — | — | — | 5.5 | — | 5.5 |
| Weight of goods carried: | | | | | | | |
| Total tons of goods carried | '000 233 | 2,639 | 2,281 | 4,915 | 4,960 | 3,602 | 18,630 |
| Average weight carried ¹ | ton 0.2 | 0.6 | 2.0 | 3.7 | 4.8 | 9.5 | 3.4 |
| Net ton miles: | | | | | | | |
| Total net ton miles performed | '000 3,602 | 36,072 | 24,451 | 73,493 | 51,622 | 326,157 | 515,397 |
| Average net ton miles per truck | 500 | 1,100 | 4,100 | 13,900 | 35,500 | 274,300 | 9,400 |
| Capacity ton miles: | | | | | | | |
| Total capacity ton miles ² | '000 33,734 | 198,893 | 76,026 | 181,344 | 126,587 | 649,904 | 1,266,488 |
| Average capacity ton miles per truck | 4,300 | 6,000 | 12,700 | 34,300 | 86,900 | 546,600 | 23,000 |
| Percentage of capacity utilized | 10.7 | 18.1 | 32.2 | 40.5 | 40.8 | 50.2 | 40.7 |
| Gross ton miles: | | | | | | | |
| Total gross ton miles ³ | '000 71,643 | 342,961 | 98,358 | 203,925 | 131,626 | 690,662 | 1,539,175 |
| Average gross ton miles per truck | 9,200 | 10,300 | 16,400 | 38,600 | 90,400 | 580,900 | 27,900 |

TABLE 3. For Hire Trucks by Gross Vehicle Weight Groups

| | | 0-2½ tons | 2½- 5 tons | 5- 7½ tons | 7½- 10 tons | 10- 15 tons | Over 15 tons | Total |
|---|--------|-----------|------------|------------|-------------|-------------|--------------|---------|
| Mileage: | | | | | | | | |
| Total mileage travelled | '000 | — | 1,006 | 933 | 4,452 | 5,229 | 35,667 | 47,287 |
| Average yearly mileage per truck | | — | 8,900 | 14,400 | 24,100 | 29,400 | 49,700 | 37,700 |
| Average distance each ton was carried | | — | 38.5 | 39.3 | 67.8 | 43.3 | 250.3 | 177.7 |
| Percentage of total mileage travelled empty | | — | 28.0 | 17.2 | 25.5 | 28.8 | 20.3 | 21.9 |
| Fuel: | | | | | | | | |
| Total gallons of gasoline consumed | '000 | — | 91 | 97 | 550 | 715 | 5,583 | 7,036 |
| Miles per gallon of gasoline | | — | 11.0 | 9.6 | 8.1 | 7.3 | 5.4 | 5.9 |
| Total gallons of diesel oil consumed | '000 | — | — | — | — | — | 829 | 829 |
| Miles per gallon of diesel oil | | — | — | — | — | — | 6.6 | 6.6 |
| Total gallons of other fuel consumed | '000 | — | — | — | — | — | — | — |
| Miles per gallon of other fuel | | — | — | — | — | — | — | — |
| Weight of goods carried: | | | | | | | | |
| Total tons of goods carried | '000 | — | 25 | 42 | 176 | 371 | 1,080 | 1,694 |
| Average weight carried ¹ | ton | — | 1.3 | 2.1 | 3.6 | 4.3 | 9.5 | 8.1 |
| Net ton miles: | | | | | | | | |
| Total net ton miles performed | '000 | — | 964 | 1,633 | 11,903 | 16,086 | 270,280 | 300,866 |
| Average net ton miles per truck | | — | 8,500 | 25,100 | 64,300 | 90,400 | 377,000 | 239,200 |
| Capacity ton miles: | | | | | | | | |
| Total capacity ton miles ² | '000 | — | 1,686 | 3,854 | 23,258 | 37,360 | 512,191 | 578,349 |
| Average capacity ton miles per truck | | — | 14,900 | 59,300 | 125,700 | 209,900 | 714,400 | 459,700 |
| Percentage of capacity utilized | | — | 57.2 | 42.4 | 51.2 | 43.1 | 52.8 | 52.0 |
| Gross ton miles: | | | | | | | | |
| Total gross ton miles ³ | '000 | — | 3,453 | 4,908 | 29,631 | 39,839 | 563,948 | 641,779 |
| Average gross ton miles per truck | | — | 30,600 | 75,500 | 160,200 | 223,800 | 786,500 | 510,200 |
| Revenue: | | | | | | | | |
| Total revenue | \$'000 | — | 168 | 238 | 1,444 | 1,544 | 16,603 | 19,997 |
| Revenue per ton mile | ¢ | — | 17.5 | 14.6 | 12.1 | 9.6 | 6.1 | 6.6 |
| Revenue per mile (total mileage travelled) | ¢ | — | 16.7 | 25.5 | 32.4 | 29.5 | 46.6 | 42.3 |
| Average revenue per truck | \$ | — | 1,500 | 3,700 | 7,800 | 8,700 | 23,200 | 15,900 |

TABLE 4. Private Intercity Trucks by Gross Vehicle Weight Groups

| | 0-2½ tons | 2½-5 tons | 5-7½ tons | 7½-10 tons | 10-15 tons | Over 15 tons | Total | |
|---|-----------|-----------|-----------|------------|------------|--------------|---------|---------|
| Mileage: | | | | | | | | |
| Total mileage travelled | '000 | — | 19,763 | 2,829 | 3,892 | 3,538 | 5,165 | 35,187 |
| Average yearly mileage per truck | — | — | 12,900 | 13,500 | 14,700 | 15,500 | 31,900 | 14,700 |
| Average distance each ton was carried | — | — | 38.7 | 46.0 | 20.6 | 34.0 | 50.4 | 38.1 |
| Percentage of total mileage travelled empty | — | — | 43.0 | 43.0 | 25.2 | 33.1 | 34.2 | 38.8 |
| Fuel: | | | | | | | | |
| Total gallons of gasoline consumed | '000 | — | 1,558 | 278 | 489 | 496 | 867 | 3,688 |
| Miles per gallon of gasoline | — | — | 12.7 | 10.2 | 8.0 | 7.1 | 5.5 | 9.4 |
| Total gallons of diesel oil consumed | '000 | — | — | — | — | — | 56 | 56 |
| Miles per gallon of diesel oil | — | — | — | — | — | — | 6.4 | 6.4 |
| Total gallons of other fuel consumed | '000 | — | — | — | — | 29 | — | 29 |
| Miles per gallon of other fuel | — | — | — | — | — | 5.5 | — | 5.5 |
| Weight of goods carried: | | | | | | | | |
| Total tons of goods carried | '000 | — | 134 | 79 | 382 | 227 | 558 | 1,380 |
| Average weight carried ¹ | ton | — | 0.5 | 2.3 | 2.7 | 3.3 | 8.3 | 2.4 |
| Net ton miles: | | | | | | | | |
| Total net ton miles performed | '000 | — | 5,189 | 3,652 | 7,847 | 7,720 | 28,142 | 52,550 |
| Average net ton miles per truck | — | — | 3,400 | 17,400 | 29,600 | 33,900 | 173,700 | 21,900 |
| Capacity ton miles: | | | | | | | | |
| Total capacity ton miles ² | '000 | — | 26,920 | 11,280 | 20,471 | 24,573 | 74,180 | 157,424 |
| Average capacity ton miles per truck | — | — | 17,600 | 53,700 | 77,200 | 107,800 | 457,900 | 65,700 |
| Percentage of capacity utilized | — | — | 19.3 | 32.4 | 38.3 | 31.4 | 37.9 | 33.4 |
| Gross ton miles: | | | | | | | | |
| Total gross ton miles ³ | '000 | — | 47,938 | 13,279 | 23,834 | 23,812 | 66,833 | 175,696 |
| Average gross ton miles per truck | — | — | 31,300 | 63,200 | 89,900 | 104,400 | 412,600 | 73,400 |

See footnotes page 11.

**SECTION II. TRAFFIC PERFORMED BY MANITOBA REGISTERED TRUCKS WITHIN THE PROVINCE
JANUARY 1 – DECEMBER 31, 1957**

TABLE 1. All Trucks by Type of Operation

| | | For hire | Private | | | Total |
|---|--------|----------|-----------|---------|---------|-----------|
| | | | Intercity | Urban | Farm | |
| Mileage: | | | | | | |
| Total mileage travelled | '000 | 24,402 | 32,558 | 139,276 | 84,392 | 280,628 |
| Average yearly mileage per truck | | 19,400 | 13,600 | 6,700 | 2,700 | 5,100 |
| Average distance each ton was carried | | 71.2 | 30.8 | 9.9 | 13.0 | 17.3 |
| Percentage of total mileage travelled empty | | 24.2 | 38.9 | 53.2 | 67.4 | 53.3 |
| Fuel: | | | | | | |
| Total gallons of gasoline consumed | '000 | 3,727 | 3,386 | 12,659 | 6,595 | 26,367 |
| Miles per gallon of gasoline | | 6.3 | 9.5 | 11.0 | 12.8 | 10.6 |
| Total gallons of diesel oil consumed | '000 | 118 | 27 | — | — | 145 |
| Miles per gallon of diesel oil | | 6.5 | 7.0 | — | — | 6.6 |
| Total gallons of other fuel consumed | '000 | — | 29 | — | — | 29 |
| Miles per gallon of other fuel | | — | 5.5 | — | — | 5.5 |
| Weight of goods carried: | | | | | | |
| Total tons of goods carried | '000 | 1,640 | 1,331 | 12,853 | 2,703 | 18,527 |
| Average weight carried ¹ | ton | 6.3 | 2.1 | 1.9 | 1.3 | 2.4 |
| Net ton miles: | | | | | | |
| Total net ton miles performed | '000 | 116,751 | 40,940 | 126,741 | 35,240 | 319,672 |
| Average net ton miles per truck | | 92,800 | 17,100 | 6,100 | 1,100 | 5,800 |
| Capacity ton miles: | | | | | | |
| Total capacity ton miles ² | '000 | 261,904 | 133,595 | 375,733 | 154,982 | 926,214 |
| Average capacity ton miles per truck | | 208,200 | 55,800 | 18,200 | 5,000 | 16,800 |
| Percentage of capacity utilized | | 44.6 | 30.6 | 33.7 | 22.7 | 34.5 |
| Gross ton miles: | | | | | | |
| Total gross ton miles ³ | '000 | 268,405 | 150,462 | 494,184 | 227,516 | 1,140,567 |
| Average gross ton miles per truck | | 213,400 | 62,800 | 23,900 | 7,400 | 20,700 |
| Revenue: | | | | | | |
| Total revenue | \$'000 | 9,609 | — | — | — | — |
| Revenue per ton mile | ¢ | 8.2 | — | — | — | — |
| Revenue per mile (total mileage travelled) | ¢ | 39.4 | — | — | — | — |
| Average revenue per truck | \$ | 7,600 | — | — | — | — |

TABLE 2. All Trucks by Gross Vehicle Weight Groups

| | 0-2½ tons 0-5,000 lbs. | 2½-5 tons 5,001-10,000 lbs. | 5-7½ tons 10,001-15,000 lbs. | 7½-10 tons 15,001-20,000 lbs. | 10-15 tons 20,001-30,000 lbs. | Over 15 tons 30,001 lbs. and over | Total |
|---|------------------------------|-----------------------------------|------------------------------------|-------------------------------------|-------------------------------------|---|-----------|
| Mileage: | | | | | | | |
| Total mileage travelled '000 | 44,157 | 145,991 | 19,208 | 32,639 | 16,998 | 21,635 | 280,628 |
| Average yearly mileage per truck | 5,700 | 4,400 | 3,200 | 6,200 | 11,700 | 18,200 | 5,100 |
| Average distance each ton was carried | 15.5 | 13.7 | 10.6 | 14.5 | 10.2 | 38.0 | 17.3 |
| Percentage of total mileage travelled empty | 66.4 | 59.8 | 37.0 | 38.9 | 38.8 | 30.4 | 53.3 |
| Fuel: | | | | | | | |
| Total gallons of gasoline consumed '000 | 2,961 | 10,910 | 1,999 | 4,004 | 2,420 | 4,073 | 26,367 |
| Miles per gallon of gasoline | 14.9 | 13.4 | 9.6 | 8.2 | 7.0 | 5.1 | 10.6 |
| Total gallons of diesel oil consumed '000 | — | — | — | — | — | 145 | 145 |
| Miles per gallon of diesel oil | — | — | — | — | — | 6.6 | 6.6 |
| Total gallons of other fuel consumed '000 | — | — | — | — | 29 | — | 29 |
| Miles per gallon of other fuel | — | — | — | — | 5.5 | — | 5.5 |
| Weight of goods carried: | | | | | | | |
| Total tons of goods carried '000 | 233 | 2,639 | 2,279 | 4,915 | 4,927 | 3,534 | 18,527 |
| Average weight carried ¹ ton | 0.2 | 0.6 | 2.0 | 3.6 | 4.8 | 8.9 | 2.4 |
| Net ton miles: | | | | | | | |
| Total net ton miles performed '000 | 3,602 | 36,053 | 24,265 | 71,412 | 50,037 | 134,303 | 319,672 |
| Average net ton miles per truck | 500 | 1,100 | 4,000 | 13,500 | 34,400 | 113,000 | 5,800 |
| Capacity ton miles: | | | | | | | |
| Total capacity ton miles ² '000 | 33,734 | 198,240 | 74,379 | 180,139 | 122,963 | 316,759 | 926,214 |
| Average capacity ton miles per truck | 4,300 | 5,900 | 12,400 | 34,100 | 84,500 | 266,400 | 16,800 |
| Percentage of capacity utilized | 10.7 | 18.2 | 32.6 | 39.6 | 40.7 | 42.4 | 34.5 |
| Gross ton miles: | | | | | | | |
| Total gross ton miles ³ '000 | 71,643 | 341,814 | 96,791 | 200,945 | 127,701 | 301,673 | 1,140,567 |
| Average gross ton miles per truck | 9,200 | 10,200 | 16,100 | 38,000 | 87,700 | 253,700 | 20,700 |

TABLE 3. For Hire Trucks by Gross Vehicle Weight Groups

| | 0-2½ tons | 2½-5 tons | 5-7½ tons | 7½-10 tons | 10-15 tons | Over 15 tons | Total |
|--|-----------|-----------|-----------|------------|------------|--------------|---------|
| Mileage: | | | | | | | |
| Total mileage travelled '000 | — | 1,006 | 933 | 4,242 | 5,168 | 13,053 | 24,402 |
| Average yearly mileage per truck | — | 8,900 | 14,400 | 22,900 | 29,000 | 18,200 | 19,400 |
| Average distance each ton was carried | — | 38.5 | 39.3 | 55.9 | 42.8 | 86.2 | 71.2 |
| Percentage of total mileage travelled empty | — | 28.0 | 17.2 | 24.3 | 28.9 | 22.5 | 24.2 |
| Fuel: | | | | | | | |
| Total gallons of gasoline consumed '000 | — | 91 | 97 | 527 | 705 | 2,307 | 3,727 |
| Miles per gallon of gasoline | — | 11.0 | 9.6 | 8.1 | 7.3 | 5.3 | 6.3 |
| Total gallons of diesel oil consumed '000 | — | — | — | — | — | 118 | 118 |
| Miles per gallon of diesel oil | — | — | — | — | — | 6.5 | 6.5 |
| Total gallons of other fuel consumed '000 | — | — | — | — | — | — | — |
| Miles per gallon of other fuel | — | — | — | — | — | — | — |
| Weight of goods carried: | | | | | | | |
| Total tons of goods carried '000 | — | 25 | 42 | 176 | 371 | 1,026 | 1,640 |
| Average weight carried ¹ ton | — | 1.3 | 2.1 | 3.1 | 4.3 | 8.7 | 6.3 |
| Net ton miles: | | | | | | | |
| Total net ton miles performed '000 | — | 964 | 1,633 | 9,822 | 15,917 | 88,415 | 116,751 |
| Average net ton miles per truck | — | 8,500 | 25,100 | 53,100 | 89,400 | 123,300 | 92,800 |
| Capacity ton miles: | | | | | | | |
| Total capacity ton miles ² '000 | — | 1,686 | 3,854 | 22,053 | 36,938 | 197,373 | 261,904 |
| Average capacity ton miles per truck | — | 14,900 | 59,300 | 119,200 | 207,500 | 275,300 | 208,200 |
| Percentage of capacity utilized | — | 57.2 | 42.4 | 44.5 | 43.0 | 44.8 | 44.6 |
| Gross ton miles: | | | | | | | |
| Total gross ton miles ³ '000 | — | 3,453 | 4,908 | 26,651 | 39,325 | 194,068 | 268,405 |
| Average gross ton miles per truck | — | 30,600 | 75,500 | 144,100 | 220,900 | 270,700 | 213,400 |
| Revenue: | | | | | | | |
| Total revenue \$'000 | — | 168 | 238 | 1,372 | 1,532 | 6,299 | 9,609 |
| Revenue per ton mile ¢ | — | 17.5 | 14.6 | 14.0 | 9.6 | 7.1 | 8.2 |
| Revenue per mile (total mileage travelled) ¢ | — | 16.7 | 25.5 | 32.4 | 29.6 | 48.3 | 39.4 |
| Average revenue per truck \$ | — | 1,500 | 3,700 | 7,400 | 8,600 | 8,800 | 7,600 |

TABLE 4. Private Intercity Trucks by Gross Vehicle Weight Groups

| | 0-2½ tons | 2½-5 tons | 5-7½ tons | 7½-10 tons | 10-15 tons | Over 15 tons | Total |
|--|-----------|-----------|-----------|------------|------------|--------------|---------|
| Mileage: | | | | | | | |
| Total mileage travelled '000 | — | 19,169 | 2,437 | 3,892 | 3,111 | 3,949 | 32,558 |
| Average yearly mileage per truck | — | 12,500 | 11,600 | 14,700 | 13,600 | 24,400 | 13,600 |
| Average distance each ton was carried | — | 38.6 | 44.8 | 20.6 | 32.5 | 33.4 | 30.8 |
| Percentage of total mileage travelled empty | — | 42.5 | 41.1 | 25.2 | 33.2 | 38.2 | 38.9 |
| Fuel: | | | | | | | |
| Total gallons of gasoline consumed '000 | — | 1,516 | 243 | 489 | 436 | 702 | 3,386 |
| Miles per gallon of gasoline | — | 12.6 | 10.0 | 8.0 | 6.8 | 5.3 | 9.5 |
| Total gallons of diesel oil consumed '000 | — | — | — | — | — | 27 | 27 |
| Miles per gallon of diesel oil | — | — | — | — | — | 7.0 | 7.0 |
| Total gallons of other fuel consumed '000 | — | — | — | — | 29 | — | 29 |
| Miles per gallon of other fuel | — | — | — | — | 5.5 | — | 5.5 |
| Weight of goods carried: | | | | | | | |
| Total tons of goods carried '000 | — | 134 | 77 | 382 | 194 | 544 | 1,331 |
| Average weight carried ¹ ton | — | 0.5 | 2.4 | 2.7 | 3.0 | 7.4 | 2.1 |
| Net ton miles: | | | | | | | |
| Total net ton miles performed '000 | — | 5,170 | 3,466 | 7,847 | 6,304 | 18,153 | 40,940 |
| Average net ton miles per truck | — | 3,400 | 16,500 | 29,600 | 27,600 | 112,100 | 17,100 |
| Capacity ton miles: | | | | | | | |
| Total capacity ton miles ² '000 | — | 26,267 | 9,633 | 20,471 | 21,371 | 55,853 | 133,595 |
| Average capacity ton miles per truck | — | 17,200 | 45,900 | 77,200 | 93,700 | 344,800 | 55,800 |
| Percentage of capacity utilized | — | 19.7 | 36.0 | 38.3 | 29.5 | 32.5 | 30.6 |
| Gross ton miles: | | | | | | | |
| Total gross ton miles ³ '000 | — | 46,791 | 11,712 | 23,834 | 20,401 | 47,724 | 150,462 |
| Average gross ton miles per truck | — | 30,600 | 55,800 | 89,900 | 89,500 | 294,600 | 62,800 |

TABLE 5. Private Urban Trucks by Gross Vehicle Weight Groups

| | 0 - 2½ tons | 2½ - 5 tons | 5 - 7½ tons | 7½ - 10 tons | 10 - 15 tons | Over 15 tons | Total |
|---|-------------|-------------|-------------|--------------|--------------|--------------|---------|
| Mileage: | | | | | | | |
| Total mileage travelled | '000 34,033 | 64,439 | 9,942 | 19,177 | 7,266 | 4,419 | 139,276 |
| Average yearly mileage per truck | 7,200 | 6,000 | 6,100 | 7,900 | 9,200 | 15,100 | 6,700 |
| Average distance each ton was carried | 18.7 | 13.7 | 7.8 | 11.5 | 5.9 | 14.0 | 9.9 |
| Percentage of total mileage travelled empty | 65.5 | 55.2 | 29.9 | 41.2 | 46.4 | 46.2 | 53.2 |
| Fuel: | | | | | | | |
| Total gallons of gasoline consumed | '000 2,248 | 4,852 | 1,083 | 2,374 | 1,074 | 1,028 | 12,659 |
| Miles per gallon of gasoline | 15.1 | 13.3 | 9.2 | 8.1 | 6.8 | 4.3 | 11.0 |
| Total gallons of diesel oil consumed | '000 — | — | — | — | — | — | — |
| Miles per gallon of diesel oil | — | — | — | — | — | — | — |
| Total gallons of other fuel consumed | '000 — | — | — | — | — | — | — |
| Miles per gallon of other fuel | — | — | — | — | — | — | — |
| Weight of goods carried: | | | | | | | |
| Total tons of goods carried | '000 136 | 1,239 | 1,622 | 3,789 | 4,189 | 1,878 | 12,853 |
| Average weight carried ¹ | ton 0.2 | 0.6 | 1.8 | 3.9 | 6.4 | 11.1 | 1.9 |
| Net ton miles: | | | | | | | |
| Total net ton miles performed | '000 2,540 | 16,993 | 12,633 | 43,484 | 24,736 | 26,355 | 126,741 |
| Average net ton miles per truck | 500 | 1,600 | 7,800 | 18,000 | 31,400 | 89,900 | 6,100 |
| Capacity ton miles: | | | | | | | |
| Total capacity ton miles ² | '000 25,506 | 87,997 | 39,016 | 107,411 | 55,058 | 60,745 | 375,733 |
| Average capacity ton miles per truck | 5,400 | 8,100 | 24,100 | 44,400 | 69,800 | 207,300 | 18,200 |
| Percentage of capacity utilized | 10.0 | 19.3 | 32.4 | 40.5 | 44.9 | 43.4 | 33.7 |
| Gross ton miles: | | | | | | | |
| Total gross ton miles ³ | '000 55,225 | 151,345 | 53,420 | 118,849 | 58,281 | 57,064 | 494,184 |
| Average gross ton miles per truck | 11,700 | 14,000 | 33,000 | 49,200 | 73,900 | 194,800 | 23,900 |

TABLE 6. Private Farm Trucks by Gross Vehicle Weight Groups

| | 0 - 2½ tons | 2½ - 5 tons | 5 - 7½ tons | 7½ - 10 tons | 10 - 15 tons | Over 15 tons | Total |
|---|-------------|-------------|-------------|--------------|--------------|--------------|---------|
| Mileage: | | | | | | | |
| Total mileage travelled | '000 10,124 | 61,377 | 5,896 | 5,328 | 1,453 | 214 | 84,392 |
| Average yearly mileage per truck | 3,300 | 2,900 | 1,400 | 2,200 | 5,600 | 12,600 | 2,700 |
| Average distance each ton was carried | 10.9 | 10.4 | 12.1 | 18.1 | 17.8 | 16.0 | 13.0 |
| Percentage of total mileage travelled empty | 69.6 | 70.5 | 50.3 | 52.0 | 48.3 | 48.2 | 67.4 |
| Fuel: | | | | | | | |
| Total gallons of gasoline consumed | '000 713 | 4,451 | 576 | 614 | 205 | 36 | 6,595 |
| Miles per gallon of gasoline | 14.2 | 13.8 | 10.2 | 8.7 | 7.1 | 5.9 | 12.8 |
| Total gallons of diesel oil consumed | '000 — | — | — | — | — | — | — |
| Miles per gallon of diesel oil | — | — | — | — | — | — | — |
| Total gallons of other fuel consumed | '000 — | — | — | — | — | — | — |
| Miles per gallon of other fuel | — | — | — | — | — | — | — |
| Weight of goods carried: | | | | | | | |
| Total tons of goods carried | '000 97 | 1,241 | 538 | 568 | 173 | 86 | 2,703 |
| Average weight carried ¹ | ton 0.3 | 0.7 | 2.2 | 4.0 | 4.1 | 12.4 | 1.3 |
| Net ton miles: | | | | | | | |
| Total net ton miles performed | '000 1,062 | 12,926 | 6,533 | 10,259 | 3,080 | 1,380 | 35,240 |
| Average net ton miles per truck | 300 | 600 | 1,600 | 4,200 | 11,800 | 81,200 | 1,100 |
| Capacity ton miles: | | | | | | | |
| Total capacity ton miles ² | '000 8,228 | 82,290 | 21,876 | 30,204 | 9,596 | 2,788 | 154,982 |
| Average capacity ton miles per truck | 2,700 | 3,900 | 5,300 | 12,500 | 36,800 | 164,000 | 5,000 |
| Percentage of capacity utilized | 12.9 | 15.7 | 29.9 | 34.0 | 32.1 | 49.5 | 22.7 |
| Gross ton miles: | | | | | | | |
| Total gross ton miles ³ | '000 16,418 | 140,225 | 26,751 | 31,611 | 9,694 | 2,817 | 227,516 |
| Average gross ton miles per truck | 5,400 | 6,700 | 6,500 | 13,100 | 37,100 | 165,700 | 7,400 |

¹ Ton miles divided by miles travelled with load.² Capacity ton miles are determined by multiplying the actual total number of miles travelled by the estimated capacity or the weight of the heaviest load carried, whichever is larger.³ Gross ton miles performed are determined by adding to the total ton miles performed the weight of the vehicle empty (tare) multiplied by total miles travelled.

TABLE 7. Selected Statistics of Intercity Traffic by Gross Vehicle Weight Groups

| Gross vehicle weight | For hire | | | | | | |
|-----------------------------|-------------------------|---------------------------------|---------------------|------------------------|--------------------------|---------------|----------------------|
| | Weight of goods carried | Total miles travelled with load | Total net ton miles | Average weight carried | Average distance per ton | Total revenue | Revenue per ton mile |
| | '000 tons | '000 | '000 | tons | miles | \$'000 | ¢ |
| 10,000 lbs. and under | 25 | 725 | 964 | 1.3 | 38.6 | 168 | 17.4 |
| 10,001 - 20,000 lbs. | 218 | 3,983 | 11,455 | 2.9 | 52.5 | 1,611 | 14.1 |
| 20,001 - 30,000 lbs. | 371 | 3,676 | 15,917 | 4.3 | 42.9 | 1,531 | 9.6 |
| 30,001 - 50,000 lbs. | 465 | 6,093 | 38,824 | 6.4 | 83.5 | 3,449 | 8.9 |
| 50,001 lbs. and over | 561 | 4,029 | 49,591 | 12.3 | 88.4 | 2,850 | 5.7 |
| Total | 1,640 | 18,506 | 116,751 | 6.3 | 71.2 | 9,609 | 8.2 |
| | Private intercity | | | | | | |
| | Weight of goods carried | Total miles travelled with load | Total net ton miles | Average weight carried | Average distance per ton | | |
| | '000 tons | '000 | '000 | tons | miles | | |
| 10,000 lbs. and under | 134 | 11,022 | 5,171 | 0.5 | 38.6 | | |
| 10,001 - 20,000 lbs. | 459 | 4,348 | 11,313 | 2.6 | 24.6 | | |
| 20,001 - 30,000 lbs. | 194 | 2,077 | 6,303 | 3.0 | 32.5 | | |
| 30,001 - 50,000 lbs. | 447 | 2,066 | 13,608 | 6.6 | 30.4 | | |
| 50,001 lbs. and over | 97 | 376 | 4,545 | 12.1 | 46.9 | | |
| Total | 1,331 | 19,889 | 40,940 | 2.1 | 30.8 | | |

SECTION III. INTRAPROVINCIAL TRAFFIC PERFORMED BY MANITOBA REGISTERED TRUCKS
JANUARY 1 - DECEMBER 31, 1957

TABLE 1. Selected Statistics by Gross Vehicle Weight Groups

| Gross vehicle weight | For hire | | | | | | |
|-----------------------------|-------------------------|---------------------------------|---------------------|------------------------|--------------------------|---------------|----------------------|
| | Weight of goods carried | Total miles travelled with load | Total net ton miles | Average weight carried | Average distance per ton | Total revenue | Revenue per ton mile |
| | '000 tons | '000 | '000 | tons | miles | \$'000 | ¢ |
| 10,000 lbs. and under | 15 | 573 | 608 | 1.1 | 40.5 | 126 | 20.7 |
| 10,001 - 20,000 lbs. | 177 | 3,577 | 10,123 | 2.8 | 57.2 | 1,419 | 14.0 |
| 20,001 - 30,000 lbs. | 349 | 3,376 | 14,819 | 4.4 | 42.5 | 1,428 | 9.6 |
| 30,001 - 50,000 lbs. | 310 | 4,649 | 26,882 | 5.8 | 86.7 | 2,573 | 9.6 |
| 50,001 lbs. and over | 311 | 1,578 | 21,138 | 13.4 | 68.0 | 1,425 | 6.7 |
| Total | 1,162 | 13,753 | 73,570 | 5.3 | 63.3 | 6,971 | 9.5 |
| | Private intercity | | | | | | |
| | Weight of goods carried | Total miles travelled with load | Total net ton miles | Average weight carried | Average distance per ton | | |
| | '000 tons | '000 | '000 | tons | miles | | |
| 10,000 lbs. and under | 85 | 7,314 | 3,790 | 0.5 | 44.6 | | |
| 10,001 - 20,000 lbs. | 128 | 3,229 | 8,223 | 2.5 | 64.2 | | |
| 20,001 - 30,000 lbs. | 145 | 1,846 | 5,550 | 3.0 | 38.3 | | |
| 30,001 - 50,000 lbs. | 323 | 1,742 | 10,790 | 6.2 | 33.4 | | |
| 50,001 lbs. and over | 82 | 257 | 3,233 | 12.6 | 39.4 | | |
| Total | 763 | 14,388 | 31,586 | 2.2 | 41.4 | | |

TABLE 2. Selected Statistics by Commodity Groups

| Commodity classification | For hire | | | | | | |
|--------------------------------------|-------------------------|---------------------------------|---------------------|------------------------|--------------------------|---------------|----------------------|
| | Weight of goods carried | Total miles travelled with load | Total net ton miles | Average weight carried | Average distance per ton | Total revenue | Revenue per ton mile |
| | '000 tons | '000 | '000 | tons | miles | \$'000 | ¢ |
| Agricultural products | 10 | 229 | 1,043 | 4.6 | 104.3 | 73 | 7.0 |
| Animals and animal products | 191 | 4,065 | 17,643 | 4.3 | 92.4 | 1,503 | 8.5 |
| Mine products | 238 | 272 | 3,033 | 11.2 | 12.7 | 142 | 4.7 |
| Forest products | 13 | 156 | 1,634 | 10.5 | 125.7 | 117 | 7.2 |
| Manufactures and miscellaneous | 457 | 3,939 | 27,773 | 7.1 | 60.8 | 2,783 | 10.0 |
| N.O.S. general freight | 253 | 5,092 | 22,444 | 4.4 | 88.7 | 2,353 | 10.5 |
| Total | 1,162 | 13,753 | 73,570 | 5.3 | 63.3 | 6,971 | 9.5 |
| | Private intercity | | | | | | |
| | Weight of goods carried | Total miles travelled with load | Total net ton miles | Average weight carried | Average distance per ton | | |
| | '000 tons | '000 | '000 | tons | miles | | |
| Agricultural products | 44 | 683 | 3,171 | 4.6 | 72.1 | | |
| Animals and animal products | 82 | 4,110 | 6,517 | 1.6 | 79.5 | | |
| Mine products | 8 | 2 | 8 | 4.0 | 1.0 | | |
| Forest products | 15 | 263 | 1,248 | 4.7 | 83.2 | | |
| Manufactures and miscellaneous | 607 | 8,951 | 20,448 | 2.3 | 33.7 | | |
| N.O.S. general freight | 7 | 379 | 194 | 0.5 | 27.7 | | |
| Total | 763 | 14,388 | 31,586 | 2.2 | 41.4 | | |

SECTION IV. INTERPROVINCIAL AND INTERNATIONAL TRAFFIC PERFORMED BY MANITOBA REGISTERED TRUCKS
JANUARY 1—DECEMBER 31, 1957

TABLE 1. Tons of Goods Carried

| Origin or destination | For hire | | | Private intercity | | | Total | | |
|----------------------------|---------------|-----------------|------------|-------------------|-----------------|-----------|---------------|-----------------|------------|
| | Into Manitoba | Out of Manitoba | Total | Into Manitoba | Out of Manitoba | Total | Into Manitoba | Out of Manitoba | Total |
| | '000 tons | | | | | | | | |
| Newfoundland | — | — | — | — | — | — | — | — | — |
| Prince Edward Island | — | — | — | — | — | — | — | — | — |
| Nova Scotia | — | — | — | — | — | — | — | — | — |
| New Brunswick | — | — | — | — | — | — | — | — | — |
| Quebec | 6 | 1 | 7 | — | — | — | 6 | 1 | 7 |
| Ontario | 62 | 72 | 134 | 3 | 15 | 18 | 65 | 87 | 152 |
| Manitoba | — | — | — | — | — | — | — | — | — |
| Saskatchewan | 50 | 64 | 114 | 9 | 6 | 15 | 59 | 70 | 129 |
| Alberta | 12 | 13 | 25 | — | — | — | 12 | 13 | 25 |
| British Columbia | — | 2 | 2 | — | — | — | — | 2 | 2 |
| United States | 6 | 8 | 14 | 2 | — | 2 | 8 | 8 | 16 |
| Total | 136 | 160 | 296 | 14 | 21 | 35 | 150 | 181 | 331 |

TABLE 2. Selected Statistics by Gross Vehicle Weight Groups

| Gross vehicle weight | For hire | | | | | | |
|-----------------------------|-------------------------|---------------------------------|---------------------|------------------------|--------------------------|---------------|----------------------|
| | Weight of goods carried | Total miles travelled with load | Total net ton miles | Average weight carried | Average distance per ton | Total revenue | Revenue per ton mile |
| | '000 tons | '000 | '000 | tons | miles | \$'000 | ¢ |
| 10,000 lbs. and under | — | — | — | — | — | — | — |
| 10,001-20,000 lbs. | 12 | 311 | 3,110 | 10.0 | 259.2 | 210 | 6.8 |
| 20,001-30,000 lbs. | 4 | 249 | 869 | 3.5 | 217.3 | 57 | 6.6 |
| 30,001-50,000 lbs. | 69 | 6,857 | 50,003 | 7.3 | 724.7 | 3,668 | 7.3 |
| 50,001 lbs. and over | 211 | 11,707 | 140,672 | 12.0 | 666.7 | 6,176 | 4.4 |
| Total | 296 | 19,124 | 194,654 | 10.2 | 657.6 | 10,111 | 5.2 |
| | Private intercity | | | | | | |
| | Weight of goods carried | Total miles travelled with load | Total net ton miles | Average weight carried | Average distance per ton | | |
| | '000 tons | '000 | '000 | tons | miles | | |
| 10,000 lbs. and under | 1 | 229 | 29 | 0.1 | 29.0 | | |
| 10,001-20,000 lbs. | 7 | 54 | 271 | 5.0 | 38.7 | | |
| 20,001-30,000 lbs. | 4 | 134 | 554 | 4.1 | 138.5 | | |
| 30,001-50,000 lbs. | 13 | 582 | 5,866 | 10.1 | 451.2 | | |
| 50,001 lbs. and over | 10 | 297 | 3,496 | 11.8 | 349.6 | | |
| Total | 35 | 1,296 | 10,216 | 7.9 | 291.9 | | |

TABLE 3. Selected Statistics by Commodity Groups

| Commodity classification | For hire | | | | | | |
|--------------------------------------|-------------------------|---------------------------------|---------------------|------------------------|--------------------------|---------------|----------------------|
| | Weight of goods carried | Total miles travelled with load | Total net ton miles | Average weight carried | Average distance per ton | Total revenue | Revenue per ton mile |
| | '000 tons | '000 | '000 | tons | miles | \$'000 | ¢ |
| Agricultural products | 10 | 563 | 6,486 | 11.5 | 648.6 | 283 | 4.4 |
| Animals and animal products | 48 | 3,078 | 34,062 | 11.1 | 709.6 | 1,371 | 4.0 |
| Mine products | — | — | — | — | — | — | — |
| Forest products | — | — | — | — | — | — | — |
| Manufactures and miscellaneous | 137 | 10,109 | 94,540 | 9.4 | 690.1 | 5,374 | 5.7 |
| N.O.S. general freight | 101 | 5,374 | 59,566 | 11.1 | 589.8 | 3,083 | 5.2 |
| Total | 296 | 19,124 | 194,654 | 10.2 | 657.6 | 10,111 | 5.2 |
| | Private intercity | | | | | | |
| | Weight of goods carried | Total miles travelled with load | Total net ton miles | Average weight carried | Average distance per ton | | |
| | '000 tons | '000 | '000 | tons | miles | | |
| Agricultural products | 20 | 519 | 4,767 | 9.2 | 238.4 | | |
| Animals and animal products | 8 | 54 | 271 | 5.0 | 33.9 | | |
| Mine products | — | — | — | — | — | | |
| Forest products | — | — | — | — | — | | |
| Manufactures and miscellaneous | 7 | 723 | 5,178 | 7.2 | 739.7 | | |
| N.O.S. general freight | — | — | — | — | — | | |
| Total | 35 | 1,296 | 10,216 | 7.9 | 291.9 | | |

**SECTION V. TRAFFIC PERFORMED BY MANITOBA REGISTERED BUSES INSIDE AND OUTSIDE THE PROVINCE
JANUARY 1 - DECEMBER 31, 1957**

TABLE 1. By Passenger Seating Capacity

| | 0 - 19 | 20 - 29 | 30 - 39 | 40 and over | Total |
|--|--------|---------|---------|-------------|---------|
| Mileage: | | | | | |
| Total mileage travelled '000 | 187 | 486 | 8,209 | 3,074 | 11,956 |
| Average yearly mileage per bus | 23,400 | 13,100 | 82,100 | 87,800 | 66,400 |
| Average journey (average distance per passenger) | 14.9 | 37.6 | 78.8 | 44.1 | 60.2 |
| Fuel: | | | | | |
| Total gallons of gasoline consumed '000 | 18 | 63 | 402 | 111 | 594 |
| Miles per gallon of gasoline | 10.2 | 7.8 | 6.1 | 5.8 | 6.3 |
| Total gallons of diesel oil consumed '000 | — | — | 674 | 380 | 1,054 |
| Miles per gallon of diesel oil | — | — | 8.6 | 6.4 | 7.8 |
| Passengers and passenger miles: | | | | | |
| Total number of passengers carried '000 | 88 | 90 | 1,772 | 1,665 | 3,615 |
| Total number of passenger miles '000 | 1,305 | 3,382 | 139,692 | 73,374 | 217,753 |
| Average number of passengers carried per mile | 7.0 | 7.0 | 17.0 | 23.9 | 18.2 |
| Capacity: | | | | | |
| Total capacity seat miles '000 | 3,183 | 13,332 | 300,675 | 132,233 | 449,423 |
| Percentage of capacity utilized | 41.0 | 25.4 | 46.5 | 55.5 | 48.5 |
| Revenue: | | | | | |
| Total passenger revenue \$'000 | 26 | 94 | 3,296 | 1,512 | 4,928 |
| Revenue per mile (total mileage travelled) ¢ | 14.0 | 19.3 | 40.1 | 49.2 | 41.2 |
| Revenue per passenger mile ¢ | 2.0 | 2.8 | 2.4 | 2.1 | 2.3 |
| Revenue per bus \$ | 3,300 | 2,500 | 33,000 | 43,000 | 27,400 |

**SECTION VI. TRAFFIC PERFORMED BY MANITOBA REGISTERED BUSES WITHIN THE PROVINCE
JANUARY 1 - DECEMBER 31, 1957**

TABLE 1. By Passenger Seating Capacity

| | 0 - 19 | 20 - 29 | 30 - 39 | 40 and over | Total |
|--|--------|---------|---------|-------------|---------|
| Mileage: | | | | | |
| Total mileage travelled '000 | 187 | 486 | 3,548 | 1,361 | 5,582 |
| Average yearly mileage per bus | 23,400 | 13,100 | 35,500 | 38,900 | 31,000 |
| Average journey (average distance per passenger) | 14.9 | 37.6 | 40.3 | 20.6 | 29.5 |
| Fuel: | | | | | |
| Total gallons of gasoline consumed '000 | 18 | 63 | 331 | 110 | 522 |
| Miles per gallon of gasoline | 10.2 | 7.8 | 6.1 | 5.8 | 6.4 |
| Total gallons of diesel oil consumed '000 | — | — | 180 | 107 | 287 |
| Miles per gallon of diesel oil | — | — | 8.4 | 6.7 | 7.8 |
| Passengers and passenger miles: | | | | | |
| Total number of passengers carried '000 | 88 | 90 | 1,230 | 1,446 | 2,854 |
| Total number of passenger miles '000 | 1,305 | 3,382 | 49,590 | 29,833 | 84,110 |
| Average number of passengers carried per mile | 7.0 | 7.0 | 14.0 | 21.9 | 15.1 |
| Capacity: | | | | | |
| Total capacity seat miles '000 | 3,183 | 13,332 | 128,562 | 59,919 | 204,996 |
| Percentage of capacity utilized | 41.0 | 25.4 | 38.6 | 49.8 | 41.0 |
| Revenue: | | | | | |
| Total passenger revenue \$'000 | 26 | 94 | 1,132 | 583 | 1,835 |
| Revenue per mile (total mileage travelled) ¢ | 14.0 | 19.3 | 31.9 | 42.9 | 32.9 |
| Revenue per passenger mile ¢ | 2.0 | 2.8 | 2.3 | 2.0 | 2.2 |
| Revenue per bus \$ | 3,300 | 2,500 | 11,300 | 16,700 | 10,200 |

APPENDIX
Sampling Results

| | 0-2½ tons 0-5,000 lbs. | 2½-5 tons 5,001-10,000 lbs. | 5-7½ tons 10,001-15,000 lbs. | 7½-10 tons 15,001-20,000 lbs. | 10-15 tons 20,001-30,000 lbs. | Over 15 tons 30,001 lbs. and over | Total |
|---|------------------------------|-----------------------------------|------------------------------------|-------------------------------------|-------------------------------------|---|---------------|
| Estimated average Manitoba truck population January 1—December 31, 1957 | | | | | | | |
| For hire | — | 113 | 65 | 185 | 178 | 717 | 1,258 |
| Private: | | | | | | | |
| Intercity | — | 1,530 | 210 | 265 | 228 | 162 | 2,395 |
| Urban | 4,732 | 10,827 | 1,617 | 2,418 | 789 | 293 | 20,676 |
| Farm | 3,063 | 20,917 | 4,117 | 2,415 | 261 | 17 | 30,790 |
| Total | 7,795 | 33,387 | 6,009 | 5,283 | 1,456 | 1,189 | 55,119 |
| Total number of trucks selected in samples | | | | | | | |
| For hire | — | 15 | 13 | 37 | 71 | 278 | 414 |
| Private: | | | | | | | |
| Intercity | — | 201 | 42 | 52 | 88 | 62 | 445 |
| Urban | 393 | 1,791 | 400 | 593 | 383 | 141 | 3,701 |
| Farm | 239 | 2,019 | 952 | 563 | 117 | 8 | 3,898 |
| Total | 632 | 4,026 | 1,407 | 1,245 | 659 | 489 | 8,458 |
| Number of questionnaires returned completed | | | | | | | |
| For hire | — | 7 | 7 | 24 | 45 | 162 | 245 |
| Private: | | | | | | | |
| Intercity | — | 130 | 26 | 28 | 55 | 50 | 289 |
| Urban | 161 | 644 | 186 | 215 | 127 | 49 | 1,382 |
| Farm | 103 | 780 | 254 | 126 | 27 | 3 | 1,293 |
| Total | 264 | 1,561 | 473 | 393 | 254 | 264 | 3,209 |
| Number of sampled trucks reported not in use during survey week | | | | | | | |
| For hire | — | 5 | 2 | 5 | 11 | 70 | 93 |
| Private: | | | | | | | |
| Intercity | — | 48 | 12 | 15 | 24 | 8 | 107 |
| Urban | 84 | 432 | 104 | 180 | 141 | 57 | 998 |
| Farm | 56 | 724 | 511 | 299 | 59 | 2 | 1,651 |
| Total | 140 | 1,209 | 629 | 499 | 235 | 137 | 2,849 |
| Number of questionnaires returned incomplete and unusable | | | | | | | |
| For hire | — | 2 | 3 | 5 | 5 | 18 | 33 |
| Private: | | | | | | | |
| Intercity | — | 18 | 4 | 6 | 9 | 2 | 39 |
| Urban | 118 | 599 | 92 | 139 | 80 | 20 | 1,048 |
| Farm | 59 | 341 | 111 | 80 | 18 | 2 | 611 |
| Total | 177 | 960 | 210 | 230 | 112 | 42 | 1,731 |
| Number of questionnaires not returned (non-respondents) | | | | | | | |
| For hire | — | 1 | 1 | 3 | 10 | 28 | 43 |
| Private: | | | | | | | |
| Intercity | — | 5 | — | 3 | — | 2 | 10 |
| Urban | 30 | 116 | 18 | 59 | 35 | 15 | 273 |
| Farm | 21 | 174 | 76 | 58 | 13 | 1 | 343 |
| Total | 51 | 296 | 95 | 123 | 58 | 46 | 669 |



CANADA



MOTOR TRANSPORT TRAFFIC *[Handwritten: Statistics]*

PROVINCE OF MANITOBA

1958

Published by Authority of

The Honourable Gordon Churchill, Minister of Trade and Commerce

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PROVINCE OF MANITOBA
JANUARY 1-DECEMBER 31, 1958

CHART - 1

TRUCK REGISTRATIONS BY TYPE OF OPERATION

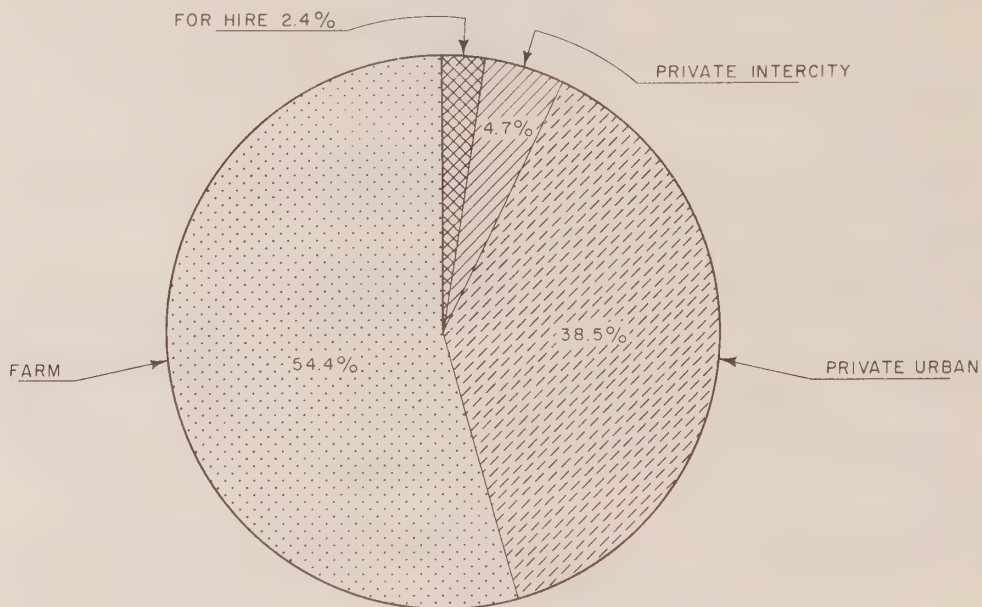
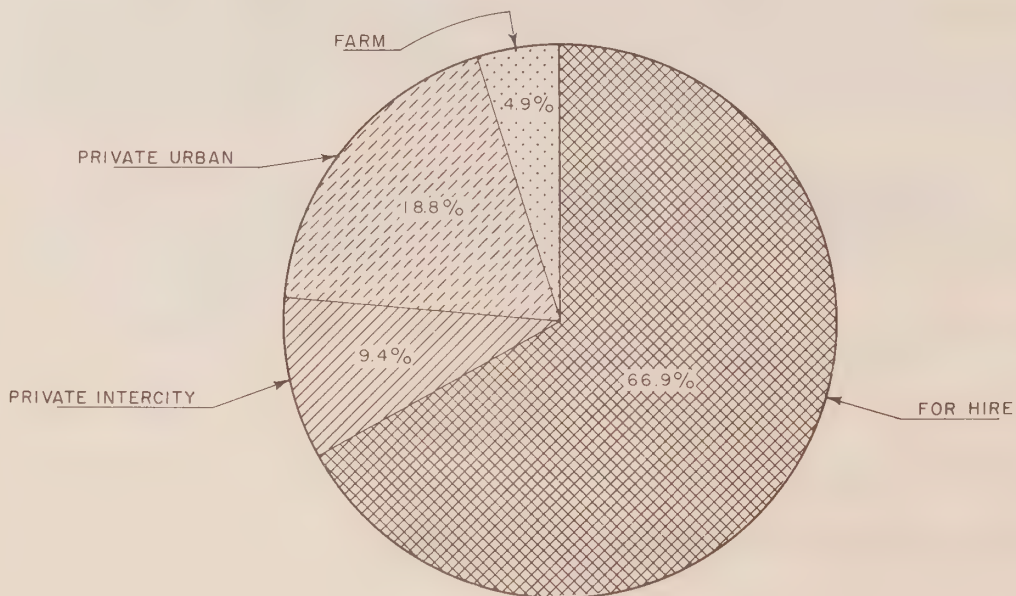


CHART - 2

NET TON MILES BY TYPE OF OPERATION



INTRODUCTION

The 1958 annual report of motor transport traffic in the Province of Manitoba is based upon a sample of approximately 11 per cent of trucks and 45 per cent of intercity buses registered in the province. To allow for seasonal variations in traffic and to ensure that the selected vehicles represented current registrations, the sample was selected in four quarterly segments with approximately one-fourth of the total selected each quarter. Beginning in the second quarter of 1958, each quarterly sample was spread over three survey weeks with one-third of the sample being used for a seven day period, Sunday through Saturday, per month. Previously each quarterly sample was concentrated in one survey week so that the total sample for the year was spread over only four weeks. Statistics compiled for 1958, therefore, have been based on surveys spread over ten weeks. As a result a much better representation of truck traffic has been obtained.

All trucks and buses registered in the province are represented except: (a) those not engaged in transportation services; (b) buses utilized for scheduled urban transit and school buses; (c) military and other government-owned vehicles. Trailers as such were excluded from the sample, but details of tractor-trailer combinations were obtained by including the power units or tractors in the survey.

Vehicles in the sample are stratified by type of operation and by gross vehicle weight groups. The four functional categories used are: for-hire, private intercity, private urban and farm. For-hire vehicles are those operated for compensation or gain ac-

cording to licence; private intercity vehicles are those owned and operated by firms and individuals on intercity routes to transport their own goods; private urban vehicles are those operated predominantly within urban areas; and farm trucks are those operated by farmers primarily to transport farm produce and supplies.

In Manitoba, trucks operated on a highway for compensation are classed as Public Service Vehicles and are issued with a "PSV" licence plate. Vehicles owned and operated on intercity routes by business, industry and individuals to transport their own raw materials, finished goods and merchandise are classed as commercial trucks and issued with a "CT" licence. Those operated in or within fifteen miles of any city, town or village in which the owner has his place of business are issued with a "T" or a "DC" licence. Trucks owned and operated by farmers are issued with an "FT" licence.

A number of urban trucks are operated for compensation but these vehicles are not included in the for-hire category. As a result, the data shown throughout this report as "for-hire" are understated and that for the "private urban" category are overstated by the extent of those urban for-hire vehicles classified as "private urban".

Further information on the history and the organization of motor transport traffic surveys may be found in the report entitled "Motor Transport Traffic Statistics, National Estimates, 1957".

Expansion of Survey Results

The distribution of sample vehicles by gross vehicle weight groups and by type of operation was used to provide population estimates as at the time of the sample selection. Sample results were then expanded to represent the operations of all trucks registered in the province by multiplying the

sample results by the inverse ratio of the sample to the population and by the ratio of three months to one week. The expanded data for each of the four quarterly segments were added together to obtain annual provincial estimates.

Review of Survey Results

Significant increases in for-hire truck transport in Manitoba during 1958 over 1957 levels are evident. This growth may be attributed to:

1. An increase in the number of for-hire trucks registered in Manitoba.
2. Raising of the gross vehicle weight limits on several Manitoba highways.
3. An increase in the rate of economic growth of the province.

Excluding vehicles which do not perform transportation services, the average number of

trucks registered in Manitoba during the year was 54,728. Of these 1,329 or 2.4 per cent were for-hire carriers; 2,553 or 4.7 per cent were private intercity vehicles; 21,063 or 38.5 per cent were private vehicles operating predominantly within urban areas; and 29,783 or 54.4 per cent were farm trucks.

In the tables presented herein blanks appear in a number of weight classifications where no vehicles were chosen in any of the quarterly sample selections. It does not necessarily follow that there are no vehicles in the province belonging to these classifications.

Section I: Traffic Inside and Outside the Province

Section I contains estimates of total traffic performed by all Manitoba registered trucks both inside and outside the province.

Although comprising only 2.4 per cent of Manitoba's truck population, for-hire vehicles accounted for 66.9 per cent of total net ton miles and 10.0 per cent of total tons of goods carried during 1958. This results from the high average yearly mileage of these trucks, 47,900 as compared with 6,100 miles for all trucks, and from the heavy average load carried (9.8 tons as compared with 4.7 for all trucks). The heavier loads carried by for-hire trucks are to be expected since almost three-fourths of these vehicles have a gross weight of over 10 tons. The predominance of heavier vehicles in the for-hire class also explains the low miles per gallon of gasoline estimate of 6.1 as compared with a ratio of 9.6 for all trucks.

It is estimated that approximately 1 per cent of the total ton miles performed by for-hire trucks inside and outside of Manitoba was urban operations. This does not include the urban portion of intercity trips.

Some trucks in Manitoba are used essentially for personal transportation. Such vehicles account for about 10 per cent of the total mileage travelled by Manitoba registered trucks.

Section II: Traffic Within the Province

This section presents estimates of traffic performed by Manitoba registered trucks entirely inside the province and excludes the "outside the province" portion of interprovincial and international traffic as well as any traffic performed entirely outside the province. Comparing the data in Section I and Section II it will be noted that for-hire vehicles accumulated 66.1 per cent and private intercity 13.3 per cent of their total net ton miles outside of Manitoba.

Reliability of Motor Transport Traffic Statistics

Because of an improved sample and refinement of techniques of processing motor transport traffic data, 1958 results are considered to be more reliable than those published for 1957.

(a) Non-Sampling Variability

A certain amount of variance in motor transport traffic statistics will arise from non-sampling factors including improper reporting by the respondent due to misinterpretation of questions or deliberate mis-statements. Also, the respondent may not keep accurate records of traffic performed. The effect of these factors cannot be measured without a further follow-up and re-enumeration of the statistics reported.

(b) Sampling Variability

Estimates of the sampling error have, however, been calculated for the following class totals (see

Section III: Intraprovincial Traffic

This section includes statistics of for-hire and private intercity operations originating and terminating entirely inside the boundaries of Manitoba.

It is estimated that of the total net ton miles performed by for-hire trucks, general freight accounted for 36.7 per cent of the commodities carried and of those performed by private intercity vehicles, manufactured products accounted for 62.9 per cent of the total.

Section IV: Interprovincial and International Traffic

Estimates indicate that more than four-fifths of the total tons of goods carried by Manitoba registered for-hire trucks in interprovincial and international traffic was transferred to or from Ontario and Saskatchewan; and, almost three-fourths of the total net ton miles performed and two-thirds of the revenue earned by for-hire trucks was in interprovincial and international traffic.

Sections V and VI: Intercity Bus Traffic

Section V provides estimates of intercity bus traffic both inside and outside the province while Section VI covers traffic within the province only. Almost three-fifths of the total passenger miles performed and revenue earned by Manitoba registered buses was estimated to be outside the boundaries of the province. This situation occurs because a large percentage of buses were licensed in other provinces as well and travelled extensively outside the province during the survey weeks.

Appendix I

During the year survey questionnaires were sent to the owners or operators of 6,123 trucks. Of this number 2,680 questionnaires were returned completed and 1,938 trucks were reported not used during the survey week. In addition 853 questionnaires were returned with insufficient information. Non-response totalled 652 or 10.6 per cent.

Appendix 2): (1) mileage travelled (2) weight of goods carried (3) net ton miles and (4) revenue earned. These calculations have been made using a confidence limit of two standard deviations (i.e. allowing 95 out of 100 chances that the stated range contains the true value). The stability of the data varies according to the type of statistics involved and the number of trucks reporting in each category. Hence statistics of class totals are considered more reliable than those for any particular weight group. Of the various types of data presented, the most stable statistics are "total mileage travelled" while variability seems greatest for "weight of goods carried". This is understandable when we consider that trucks may travel with little or no load so that there is a naturally wide range of weight carried.

**SECTION I. TRAFFIC PERFORMED BY MANITOBA REGISTERED TRUCKS INSIDE AND OUTSIDE THE PROVINCE,
JANUARY 1-DECEMBER 31, 1958**

TABLE 1. All Trucks by Type of Operation

| | | For hire | Private | | | Total |
|---|--------|-----------|-----------|---------|---------|-----------|
| | | | Intercity | Urban | Farm | |
| Mileage: | | | | | | |
| Total mileage travelled..... | '000 | 63,645 | 39,451 | 151,424 | 79,891 | 334,411 |
| Average yearly mileage per truck | | 47,900 | 15,500 | 7,200 | 2,700 | 6,100 |
| Average distance each ton was carried | | 268.3 | 47.8 | 11.1 | 14.7 | 40.3 |
| Percentage of total mileage travelled empty | | 17.7 | 33.2 | 57.0 | 74.4 | 50.9 |
| Fuel: | | | | | | |
| Total gallons of gasoline consumed | '000 | 7,763 | 4,199 | 14,256 | 6,882 | 33,100 |
| Miles per gallon of gasoline | | 6.1 | 9.3 | 10.6 | 11.6 | 9.6 |
| Total gallons of diesel oil consumed | '000 | 2,673 | 60 | 33 | — | 2,766 |
| Miles per gallon of diesel oil | | 6.1 | 6.9 | 5.5 | — | 6.2 |
| Total gallons of other fuel consumed | '000 | — | — | — | — | — |
| Miles per gallon of other fuel..... | | — | — | — | — | — |
| Weight of goods carried: | | | | | | |
| Total tons of goods carried | '000 | 1,912 | 1,506 | 13,026 | 2,586 | 19,030 |
| Average weight carried ¹ | ton | 9.8 | 2.7 | 2.2 | 1.9 | 4.7 |
| Net ton miles: | | | | | | |
| Total net ton miles performed | '000 | 512,985 | 71,922 | 144,129 | 37,990 | 767,026 |
| Average net ton miles per truck..... | | 386,000 | 28,200 | 6,800 | 1,300 | 14,000 |
| Capacity ton miles: | | | | | | |
| Total capacity ton miles ² | '000 | 919,737 | 182,232 | 440,631 | 158,485 | 1,701,085 |
| Average capacity ton miles per truck | | 692,100 | 71,400 | 20,900 | 5,300 | 31,100 |
| Percentage of capacity utilized..... | | 55.8 | 39.5 | 32.7 | 24.0 | 45.1 |
| Gross ton miles: | | | | | | |
| Total gross ton miles ³ | '000 | 1,028,574 | 213,568 | 556,520 | 224,013 | 2,022,675 |
| Average gross ton miles per truck..... | | 773,900 | 83,700 | 26,400 | 7,500 | 37,000 |
| Revenue: | | | | | | |
| Total revenue | \$'000 | 28,572 | — | — | — | — |
| Revenue per ton mile | ¢ | 5.6 | — | — | — | — |
| Revenue per mile (total mileage travelled) | ¢ | 44.9 | — | — | — | — |
| Average revenue per truck | \$ | 21,500 | — | — | — | — |
| Average annual population | | 1,329 | 2,553 | 21,063 | 29,783 | 54,728 |

TABLE 2. All Trucks by Gross Vehicle Weight Groups

| | | 0-2½ tons 0-5,000 lbs. | 2½-5 tons 5,001-10,000 lbs. | 5-7½ tons 10,001-15,000 lbs. | 7½-10 tons 15,001-20,000 lbs. | 10-15 tons 20,001-30,000 lbs. | Over 15 tons 30,001 lbs. and over | Total |
|---|------|------------------------------|-----------------------------------|------------------------------------|-------------------------------------|-------------------------------------|---|-----------|
| Mileage: | | | | | | | | |
| Total mileage travelled | '000 | 45,168 | 150,501 | 21,102 | 33,016 | 22,294 | 62,330 | 334,411 |
| Average yearly mileage per truck | | 5,800 | 4,600 | 3,500 | 6,200 | 13,300 | 42,500 | 6,100 |
| Average distance each ton was carried | | 15.6 | 13.0 | 12.2 | 14.5 | 17.1 | 107.8 | 40.3 |
| Percentage of total mileage travelled empty | | 73.3 | 62.4 | 37.9 | 40.9 | 37.1 | 21.4 | 50.9 |
| Fuel: | | | | | | | | |
| Total gallons of gasoline consumed | '000 | 3,015 | 12,285 | 2,209 | 4,154 | 3,121 | 8,316 | 33,100 |
| Miles per gallon of gasoline | | 15.0 | 12.3 | 9.6 | 7.9 | 7.1 | 5.4 | 9.6 |
| Total gallons of diesel oil consumed | '000 | — | — | — | — | — | 2,766 | 2,766 |
| Miles per gallon of diesel oil | | — | — | — | — | — | 6.2 | 6.2 |
| Total gallons of other fuel consumed | '000 | — | — | — | — | — | — | — |
| Miles per gallon of other fuel | | — | — | — | — | — | — | — |
| Weight of goods carried: | | | | | | | | |
| Total tons of goods carried | '000 | 207 | 2,564 | 1,992 | 4,873 | 4,162 | 5,232 | 19,030 |
| Average weight carried¹ | ton | 0.3 | 0.6 | 1.8 | 3.6 | 5.1 | 11.5 | 4.7 |
| Net ton miles: | | | | | | | | |
| Total net ton miles performed | '000 | 3,219 | 33,293 | 24,257 | 70,663 | 71,342 | 564,252 | 767,026 |
| Average net ton miles per truck | | 400 | 1,000 | 4,000 | 13,300 | 42,700 | 384,600 | 14,000 |
| Capacity ton miles: | | | | | | | | |
| Total capacity ton miles² | '000 | 35,774 | 201,578 | 78,732 | 186,332 | 162,154 | 1,036,515 | 1,701,085 |
| Average capacity ton miles per truck | | 4,600 | 6,200 | 13,100 | 35,000 | 97,000 | 706,600 | 31,100 |
| Percentage of capacity utilized | | 9.0 | 16.5 | 30.8 | 37.9 | 44.0 | 54.4 | 45.1 |
| Gross ton miles: | | | | | | | | |
| Total gross ton miles³ | '000 | 75,545 | 346,394 | 97,251 | 201,921 | 174,179 | 1,127,385 | 2,022,675 |
| Average gross ton miles per truck | | 9,800 | 10,700 | 16,100 | 37,900 | 104,200 | 768,500 | 37,000 |
| Average annual population | | 7,745 | 32,493 | 6,031 | 5,321 | 1,671 | 1,467 | 54,728 |

See footnotes page 9.

TABLE 3. Selected Statistics by Gross Vehicle Weight Groups

| Gross vehicle weight | For hire | | | | | | |
|-----------------------------|-------------------------|---------------------------------|---------------------|------------------------|--------------------------|---------------|----------------------|
| | Weight of goods carried | Total miles travelled with load | Total net ton miles | Average weight carried | Average distance per ton | Total revenue | Revenue per ton mile |
| | '000 tons | '000 | '000 | tons | miles | \$'000 | ¢ |
| 20,000 lbs. and under | 264 | 6,307 | 12,483 | 2.0 | 47.3 | 1,754 | 14.0 |
| 20,001-30,000 lbs. | 244 | 3,736 | 15,156 | 4.1 | 62.3 | 1,342 | 8.9 |
| 30,001-50,000 lbs. | 474 | 11,695 | 97,405 | 8.3 | 205.2 | 6,438 | 6.6 |
| 50,001 lbs. and over | 930 | 30,630 | 387,941 | 12.7 | 417.3 | 19,038 | 4.9 |
| Total | 1,912 | 52,368 | 512,985 | 9.8 | 268.3 | 28,572 | 5.6 |
| | Private intercity | | | | | | |
| | Weight of goods carried | Total miles travelled with load | Total net ton miles | Average weight carried | Average distance per ton | | |
| | '000 tons | '000 | '000 | tons | miles | | |
| 10,000 lbs. and under | 230 | 14,740 | 8,652 | 0.6 | 37.6 | | |
| 10,001-20,000 lbs. | 395 | 5,374 | 13,730 | 2.6 | 34.8 | | |
| 20,001-30,000 lbs. | 384 | 3,088 | 14,578 | 4.7 | 38.0 | | |
| 30,001 lbs. and over | 497 | 3,162 | 34,962 | 11.1 | 70.4 | | |
| Total | 1,506 | 26,364 | 71,922 | 2.7 | 47.8 | | |

SECTION II. TRAFFIC PERFORMED BY MANITOBA REGISTERED TRUCKS WITHIN THE PROVINCE,
JANUARY 1-DECEMBER 31, 1958

TABLE 1. All Trucks by Type of Operation

| | | For hire | Private | | | Total |
|--|--------|----------|-----------|---------|---------|-----------|
| | | | Intercity | Urban | Farm | |
| Mileage: | | | | | | |
| Total mileage travelled | '000 | 31,180 | 37,108 | 151,424 | 79,891 | 299,603 |
| Average yearly mileage per truck | | 23,500 | 14,500 | 7,200 | 2,700 | 5,500 |
| Average distance each ton was carried | | 93.8 | 42.0 | 11.1 | 14.7 | 22.1 |
| Percentage of total mileage travelled empty | | 20.8 | 33.6 | 57.0 | 74.4 | 55.0 |
| Fuel: | | | | | | |
| Total gallons of gasoline consumed | '000 | 4,492 | 3,954 | 14,256 | 6,882 | 29,584 |
| Miles per gallon of gasoline | | 6.2 | 9.4 | 10.6 | 11.6 | 10.0 |
| Total gallons of diesel oil consumed | '000 | 529 | 22 | 33 | — | 584 |
| Miles per gallon of diesel oil | | 6.1 | 6.3 | 5.5 | — | 6.1 |
| Total gallons of other fuel consumed | '000 | — | — | — | — | — |
| Miles per gallon of other fuel | | — | — | — | — | — |
| Weight of goods carried: | | | | | | |
| Total tons of goods carried | '000 | 1,852 | 1,484 | 13,026 | 2,586 | 18,948 |
| Average weight carried ¹ | ton | 7.0 | 2.5 | 2.2 | 1.9 | 3.1 |
| Net ton miles: | | | | | | |
| Total net ton miles performed | '000 | 173,737 | 62,328 | 144,129 | 37,990 | 418,184 |
| Average net ton miles per truck | | 130,700 | 24,400 | 6,800 | 1,300 | 7,600 |
| Capacity ton miles: | | | | | | |
| Total capacity ton miles ² | '000 | 370,366 | 161,181 | 440,631 | 158,485 | 1,130,663 |
| Average capacity ton miles per truck | | 278,700 | 63,100 | 20,900 | 5,300 | 20,700 |
| Percentage of capacity utilized | | 46.9 | 38.7 | 32.7 | 24.0 | 37.0 |
| Gross ton miles: | | | | | | |
| Total gross ton miles ³ | '000 | 381,115 | 190,539 | 556,520 | 224,013 | 1,352,187 |
| Average gross ton miles per truck | | 286,800 | 74,600 | 26,400 | 7,500 | 24,700 |
| Revenue: | | | | | | |
| Total revenue | \$'000 | 12,329 | — | — | — | — |
| Revenue per ton mile | ¢ | 7.1 | — | — | — | — |
| Revenue per mile (total mileage travelled) | ¢ | 39.5 | — | — | — | — |
| Average revenue per truck | \$ | 9,300 | — | — | — | — |
| Average annual population | | 1,329 | 2,553 | 21,063 | 29,783 | 54,728 |

See footnotes page 9.

TABLE 2. All Trucks by Gross Vehicle Weight Groups

| | 0-2½ tons 0-5,000 lbs. | 2½-5 tons 5,001-10,000 lbs. | 5-7½ tons 10,001-15,000 lbs. | 7½-10 tons 15,001-20,000 lbs. | 10-15 tons 20,001-30,000 lbs. | Over 15 tons 30,001 lbs. and over | Total |
|--|------------------------------|-----------------------------------|------------------------------------|-------------------------------------|-------------------------------------|---|-----------|
| Mileage: | | | | | | | |
| Total mileage travelled..... '000 | 45,168 | 149,765 | 20,851 | 33,016 | 21,252 | 29,551 | 299,603 |
| Average yearly mileage per truck..... | 5,800 | 4,600 | 3,500 | 6,200 | 12,700 | 20,100 | 5,500 |
| Average distance each ton was carried..... | 15.6 | 12.9 | 12.1 | 14.5 | 16.4 | 42.4 | 22.1 |
| Percentage of total mileage travelled empty | 73.3 | 62.6 | 38.2 | 40.9 | 36.9 | 28.8 | 55.0 |
| Fuel: | | | | | | | |
| Total gallons of gasoline consumed..... '000 | 3,015 | 12,225 | 2,189 | 4,154 | 2,991 | 5,010 | 29,584 |
| Miles per gallon of gasoline..... | 15.0 | 12.3 | 9.5 | 7.9 | 7.1 | 5.2 | 10.0 |
| Total gallons of diesel oil consumed..... '000 | — | — | — | — | — | 584 | 584 |
| Miles per gallon of diesel oil..... | — | — | — | — | — | 6.1 | 6.1 |
| Total gallons of other fuel consumed..... '000 | — | — | — | — | — | — | — |
| Miles per gallon of other fuel..... | — | — | — | — | — | — | — |
| Weight of goods carried: | | | | | | | |
| Total tons of goods carried..... '000 | 207 | 2,561 | 1,986 | 4,873 | 4,145 | 5,176 | 18,948 |
| Average weight carried ¹ ton | 0.3 | 0.6 | 1.9 | 3.6 | 5.1 | 10.4 | 3.1 |
| Net ton miles: | | | | | | | |
| Total net ton miles performed..... '000 | 3,219 | 33,032 | 23,945 | 70,663 | 67,990 | 219,335 | 418,184 |
| Average net ton miles per truck..... | 400 | 1,000 | 4,000 | 13,300 | 40,700 | 149,500 | 7,600 |
| Capacity ton miles: | | | | | | | |
| Total capacity ton miles ² '000 | 35,774 | 200,768 | 77,818 | 186,332 | 153,895 | 476,076 | 1,130,663 |
| Average capacity ton miles per truck..... | 4,600 | 6,200 | 12,900 | 35,000 | 92,100 | 324,500 | 20,700 |
| Percentage of capacity utilized..... | 9.0 | 16.5 | 30.8 | 37.9 | 44.2 | 46.1 | 37.0 |
| Gross ton miles: | | | | | | | |
| Total gross ton miles ³ '000 | 75,545 | 344,734 | 96,066 | 201,921 | 165,889 | 468,032 | 1,352,187 |
| Average gross ton miles per truck..... | 9,800 | 10,600 | 15,900 | 37,900 | 99,300 | 319,000 | 24,700 |
| Average annual population..... | 7,745 | 32,493 | 6,031 | 5,321 | 1,671 | 1,467 | 54,728 |

¹ Ton miles divided by miles travelled with load.² Capacity ton miles are determined by multiplying the actual number of miles travelled by the estimated capacity or the weight of the heaviest load carried, whichever is larger.³ Gross ton miles performed are determined by adding to the total ton miles performed the weight of the vehicle empty (tare) multiplied by total miles travelled.SECTION III. INTRAPROVINCIAL TRAFFIC PERFORMED BY MANITOBA REGISTERED TRUCKS,
JANUARY 1 - DECEMBER 31, 1958

TABLE 1. Selected Statistics of Intercity Traffic by Gross Vehicle Weight Groups

| Gross vehicle weight | For hire | | | | | | |
|----------------------------|-------------------------------|---------------------------------------|---------------------------|------------------------------|--------------------------------|------------------|----------------------------|
| | Weight of goods carried | Total miles travelled with load | Total net ton miles | Average weight carried | Average distance per ton | Total revenue | Revenue per ton mile |
| | '000 tons | '000 | '000 | tons | miles | \$'000 | ¢ |
| 20,000 lbs. and under..... | 231 | 5,498 | 11,640 | 2.1 | 50.5 | 1,639 | 14.1 |
| 20,001-30,000 lbs..... | 191 | 2,423 | 9,817 | 4.1 | 51.3 | 909 | 9.3 |
| 30,001-50,000 lbs..... | 320 | 4,151 | 29,536 | 7.1 | 92.4 | 2,477 | 8.4 |
| 50,001 lbs. and over..... | 355 | 3,579 | 42,802 | 12.0 | 120.6 | 2,886 | 6.7 |
| Total..... | 1,097 | 15,651 | 93,795 | 6.0 | 85.5 | 7,911 | 8.4 |
| Private intercity | | | | | | | |
| | Weight of goods carried | Total miles travelled with load | Total net ton miles | Average weight carried | Average distance per ton | | |
| | '000 tons | '000 | '000 | tons | miles | | |
| 10,000 lbs. and under..... | 142 | 7,509 | 4,832 | | 0.6 | | 34.2 |
| 10,001-20,000 lbs..... | 214 | 2,997 | 9,280 | | 3.1 | | 43.4 |
| 20,001-30,000 lbs..... | 156 | 1,967 | 10,119 | | 5.1 | | 64.8 |
| 30,001 lbs. and over..... | 193 | 1,547 | 16,015 | | 10.3 | | 83.0 |
| Total..... | 705 | 14,020 | 40,246 | | 2.9 | | 57.1 |

TABLE 2. Selected Statistics of Intercity Traffic by Commodity Groups

| Commodity classification | For hire | | | | | | |
|--------------------------------------|-------------------------|---------------------------------|---------------------|------------------------|--------------------------|---------------|----------------------|
| | Weight of goods carried | Total miles travelled with load | Total net ton miles | Average weight carried | Average distance per ton | Total revenue | Revenue per ton mile |
| | '000 tons | '000 | '000 | tons | miles | \$'000 | ¢ |
| Agricultural products | 18 | 342 | 1,116 | 3.3 | 61.7 | 131 | 11.8 |
| Animals and animal products | 295 | 5,262 | 25,151 | 4.8 | 85.3 | 2,130 | 8.5 |
| Mine products | 53 | 87 | 1,223 | 14.0 | 23.1 | 81 | 6.6 |
| Forest products | 17 | 204 | 2,222 | 10.9 | 134.6 | 99 | 4.5 |
| Manufactures and miscellaneous | 336 | 3,719 | 29,652 | 8.0 | 88.2 | 2,305 | 7.8 |
| N.O.S. general freight | 378 | 6,037 | 34,431 | 5.7 | 91.1 | 3,165 | 9.2 |
| Total | 1,097 | 15,651 | 93,795 | 6.0 | 85.5 | 7,911 | 8.4 |
| Private intercity | | | | | | | |
| | Weight of goods carried | Total miles travelled with load | Total net ton miles | Average weight carried | Average distance per ton | | |
| | '000 tons | '000 | '000 | tons | miles | | |
| Agricultural products | 27 | 585 | 1,503 | 2.6 | 55.3 | | |
| Animals and animal products | 108 | 3,669 | 8,048 | 2.2 | 74.8 | | |
| Mine products | 6 | 25 | 74 | 3.0 | 12.1 | | |
| Forest products | 53 | 257 | 1,526 | 5.9 | 28.6 | | |
| Manufactures and miscellaneous | 415 | 8,500 | 25,327 | 3.0 | 61.1 | | |
| N.O.S. general freight | 96 | 984 | 3,768 | 3.8 | 39.4 | | |
| Total | 705 | 14,020 | 40,246 | 2.9 | 57.1 | | |

SECTION IV. INTERPROVINCIAL AND INTERNATIONAL TRAFFIC PERFORMED BY MANITOBA REGISTERED TRUCKS, JANUARY 1-DECEMBER 31, 1958

TABLE 1. Tons of Goods Carried by Province of Origin and Destination

| Origin or destination | For hire | | | Private intercity | | | Total | | |
|---------------------------------------|---------------|-----------------|------------|-------------------|-----------------|-------|---------------|-----------------|-------|
| | Into Manitoba | Out of Manitoba | Total | Into Manitoba | Out of Manitoba | Total | Into Manitoba | Out of Manitoba | Total |
| | '000 tons | | | | | | | | |
| Newfoundland | — | — | — | | | | | | |
| Prince Edward Island | — | — | — | | | | | | |
| Nova Scotia | — | — | — | | | | | | |
| New Brunswick | — | — | — | | | | | | |
| Quebec | 4 | 3 | 7 | | | | | | |
| Ontario | 120 | 134 | 254 | 1 | 1 | 1 | 1 | 1 | 1 |
| Saskatchewan | 100 | 136 | 236 | | | | | | |
| Alberta | 23 | 18 | 41 | | | | | | |
| British Columbia | — | — | — | | | | | | |
| Yukon and Northwest Territories | — | — | — | | | | | | |
| United States | 21 | 12 | 33 | | | | | | |
| Total | 268 | 303 | 571 | | | | | | |

¹ Reliable estimates not available.

TABLE 2. Selected Statistics by Commodity Groups

| Commodity classification | For hire | | | | | | |
|--------------------------------------|-------------------------|---------------------------------|---------------------|------------------------|--------------------------|---------------|----------------------|
| | Weight of goods carried | Total miles travelled with load | Total net ton miles | Average weight carried | Average distance per ton | Total revenue | Revenue per ton mile |
| | '000 tons | '000 | '000 | tons | miles | \$'000 | ¢ |
| Agricultural products..... | 13 | 1,096 | 15,380 | 14.0 | 1,199.8 | 370 | 2.4 |
| Animals and animal products | 85 | 4,926 | 61,425 | 12.5 | 719.1 | 2,472 | 4.0 |
| Mine products | — | — | — | — | — | — | — |
| Forest products..... | 2 | 44 | 395 | 9.0 | 240.0 | 23 | 5.8 |
| Manufactures and miscellaneous | 224 | 13,409 | 168,728 | 12.6 | 754.8 | 7,725 | 4.6 |
| N.O.S. general freight | 247 | 12,351 | 132,942 | 10.8 | 537.5 | 7,615 | 5.7 |
| Total..... | 571 | 31,826 | 378,870 | 11.9 | 663.8 | 18,205 | 4.8 |
| | Private intercity | | | | | | |
| | Weight of goods carried | Total miles travelled with load | Total net ton miles | Average weight carried | Average distance per ton | | |
| | '000 tons | '000 | '000 | tons | miles | | |
| Agricultural products..... | 1 | 1 | 1 | 1 | 1 | 1 | 1 |
| Animals and animal products | | | | | | | |
| Mine products | | | | | | | |
| Forest products..... | | | | | | | |
| Manufactures and miscellaneous | | | | | | | |
| N.O.S. general freight | | | | | | | |
| Total..... | | | | | | | |

¹ Reliable statistics not available.SECTION V. TRAFFIC PERFORMED BY MANITOBA REGISTERED BUSES INSIDE AND OUTSIDE THE PROVINCE,
JANUARY 1 - DECEMBER 31, 1958

TABLE 1. By Passenger Seating Capacity

| | 0-19 | 20-29 | 30-39 | 40 and over | Total |
|--|--------|--------|---------|-------------|---------|
| Mileage: | | | | | |
| Total mileage travelled..... '000 | 52 | 522 | 7,162 | 4,756 | 12,492 |
| Average yearly mileage per bus..... | 17,400 | 26,100 | 61,200 | 121,900 | 69,800 |
| Average journey (average distance per passenger) | 15.6 | 34.7 | 91.1 | 112.3 | 96.1 |
| Fuel: | | | | | |
| Total gallons of gasoline consumed '000 | 5 | 69 | 497 | 458 | 1,029 |
| Miles per gallon of gasoline..... | 10.6 | 7.6 | 7.4 | 6.0 | 6.8 |
| Total gallons of diesel oil consumed '000 | — | — | 407 | 235 | 642 |
| Miles per gallon of diesel oil..... | — | — | 8.6 | 8.5 | 8.5 |
| Total gallons of other fuel consumed '000 | — | — | — | — | — |
| Miles per gallon of other fuel..... | — | — | — | — | — |
| Passengers and passenger miles: | | | | | |
| Total number of passengers carried '000 | 21 | 78 | 1,213 | 773 | 2,085 |
| Total number of passenger miles..... '000 | 320 | 2,703 | 110,576 | 86,767 | 200,366 |
| Average number of passengers carried per mile | 6.1 | 5.2 | 15.4 | 18.2 | 16.0 |
| Capacity: | | | | | |
| Total capacity seat miles..... '000 | 717 | 14,012 | 262,902 | 226,233 | 503,864 |
| Percentage of capacity utilized..... | 44.6 | 19.3 | 42.1 | 38.4 | 39.8 |
| Revenue: | | | | | |
| Total passenger revenue..... \$'000 | 10 | 75 | 2,941 | 2,046 | 5,072 |
| Revenue per mile (total mileage travelled) ¢ | 19.1 | 14.3 | 41.1 | 43.0 | 40.6 |
| Revenue per passenger mile..... ¢ | 3.1 | 2.8 | 2.7 | 2.4 | 2.5 |
| Revenue per bus..... \$ | 3,300 | 3,700 | 25,100 | 52,500 | 28,300 |

**SECTION VI. TRAFFIC PERFORMED BY MANITOBA REGISTERED BUSES WITHIN THE PROVINCE,
JANUARY 1 - DECEMBER 31, 1958**

Table 1. By Passenger Seating Capacity

| | 0-19 | 20-29 | 30-39 | 40 and over | Total |
|---|--------|--------|---------|-------------|---------|
| Mileage: | | | | | |
| Total mileage travelled '000 | 52 | 522 | 3,633 | 1,917 | 6,124 |
| Average yearly mileage per bus | 17,400 | 26,100 | 31,100 | 49,100 | 34,200 |
| Average journey (average distance per passenger) .. | 15.6 | 34.7 | 65.4 | 67.6 | 63.6 |
| Fuel: | | | | | |
| Total gallons of gasoline consumed '000 | 5 | 69 | 427 | 233 | 734 |
| Miles per gallon of gasoline | 10.6 | 7.6 | 7.1 | 7.0 | 7.1 |
| Total gallons of diesel oil consumed '000 | — | — | 78 | 31 | 109 |
| Miles per gallon of diesel oil | — | — | 7.8 | 8.9 | 8.1 |
| Total gallons of other fuel consumed '000 | — | — | — | — | — |
| Miles per gallon of other fuel | — | — | — | — | — |
| Passengers and passenger miles: | | | | | |
| Total number of passengers carried '000 | 21 | 78 | 726 | 472 | 1,297 |
| Total number of passenger miles '000 | 320 | 2,703 | 47,471 | 31,917 | 82,411 |
| Average number of passengers carried per mile | 6.1 | 5.2 | 13.1 | 16.7 | 13.5 |
| Capacity: | | | | | |
| Total capacity seat miles '000 | 717 | 14,012 | 131,601 | 100,761 | 247,091 |
| Percentage of capacity utilized | 44.6 | 19.3 | 36.1 | 31.7 | 33.4 |
| Revenue: | | | | | |
| Total passenger revenue \$'000 | 10 | 75 | 1,307 | 725 | 2,117 |
| Revenue per mile (total mileage travelled)..... ¢ | 19.1 | 14.3 | 36.0 | 37.9 | 34.6 |
| Revenue per passenger mile ¢ | 3.1 | 2.8 | 2.8 | 2.3 | 2.6 |
| Revenue per bus \$ | 3,300 | 3,700 | 11,200 | 18,600 | 11,800 |

APPENDIX 1

| Type of Operation | A. Population | | | | | | |
|---|---|---|--|---|---|---|--------|
| | 0 - 2½ tons 0 - 5,000 lbs. | 2½ - 5 tons 5,001 - 10,000 lbs. | 5 - 7½ tons 10,001 - 15,000 lbs. | 7½ - 10 tons 15,001 - 20,000 lbs. | 10 - 15 tons 20,001 - 30,000 lbs. | Over 15 tons 30,001 lbs. and over | Total |
| For hire Private: Intercity..... Urban Farm..... Total | Estimated average Manitoba truck population January 1 - December 31, 1958 | | | | | | |
| | — | 97 | 49 | 211 | 157 | 815 | 1,329 |
| | — | 1,596 | 227 | 322 | 247 | 161 | 2,553 |
| | 4,809 | 10,744 | 1,685 | 2,370 | 986 | 469 | 21,063 |
| | 2,936 | 20,056 | 4,070 | 2,418 | 281 | 22 | 29,783 |
| | 7,745 | 32,493 | 6,031 | 5,321 | 1,671 | 1,467 | 54,728 |
| | B. Survey Response | | | | | | |
| | Total number of trucks selected in samples | Number of questionnaires returned completed | | Number of sampled trucks reported not in use during survey week | | Number of questionnaires not returned or returned incomplete and unusable | |
| | 393 | 256 | | 73 | | 64 | |
| | 427 | 264 | | 91 | | 72 | |
| | 2,851 | 1,331 | | 737 | | 783 | |
| | 2,452 | 829 | | 1,037 | | 586 | |
| 6,123 | 2,680 | | 1,938 | | 1,505 | | |

APPENDIX 2. Reliability of Motor Transport Traffic Statistics

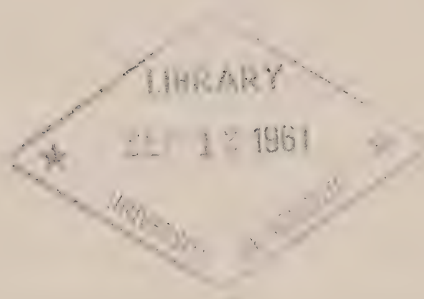
| | Number of trucks reporting (1) | Survey estimates (2) | Sampling variability (Two standard deviations) | | Range (Col. 2 plus and minus col. 3) | |
|---|-----------------------------------|-------------------------|---|---------------------------|---|--------------------|
| | | | Size (3) | Per cent of col. 2 (4) | Lower limit (5) | Upper limit (6) |
| | | '000 | '000 | | '000 | '000 |
| A. Traffic performed within the province¹ | | | | | | |
| Total mileage travelled | | | | | | |
| | | miles | miles | | miles | miles |
| For hire..... | 247 | 31,180 | 2,681 | 8.6 | 28,499 | 33,861 |
| Private: | | | | | | |
| Intercity | 260 | 37,108 | 3,785 | 10.2 | 33,323 | 40,893 |
| Urban | 1,331 | 151,424 | 7,874 | 5.2 | 143,550 | 159,298 |
| Farm | 829 | 79,891 | 6,711 | 8.4 | 73,180 | 86,602 |
| Total | 2,667 | 299,603 | 11,984 | 4.0 | 287,619 | 311,587 |
| Weight of goods carried | | | | | | |
| | | tons | tons | | tons | tons |
| For hire..... | 243 | 1,852 | 226 | 12.2 | 1,626 | 2,078 |
| Private: | | | | | | |
| Intercity | 236 | 1,484 | 246 | 16.6 | 1,238 | 1,730 |
| Urban | 889 | 13,026 | 1,537 | 11.8 | 11,489 | 14,563 |
| Farm | 513 | 2,586 | 528 | 20.4 | 2,058 | 3,114 |
| Total | 1,881 | 18,948 | 1,705 | 9.0 | 17,243 | 20,653 |
| Net ton miles | | | | | | |
| | | net ton miles | net ton miles | | net ton miles | net ton miles |
| For hire..... | 243 | 173,737 | 19,111 | 11.0 | 154,626 | 192,848 |
| Private: | | | | | | |
| Intercity | 236 | 62,328 | 9,972 | 16.0 | 52,356 | 72,300 |
| Urban | 880 | 144,129 | 15,566 | 10.8 | 128,563 | 159,695 |
| Farm | 447 | 37,990 | 7,446 | 19.6 | 30,544 | 45,436 |
| Total | 1,806 | 418,184 | 28,437 | 6.8 | 389,747 | 446,621 |
| Revenue earned | | | | | | |
| | | \$ | \$ | | \$ | \$ |
| For hire..... | 243 | 12,329 | 1,307 | 10.6 | 11,022 | 13,636 |
| B. Interprovincial and international traffic | | | | | | |
| Weight of goods carried | | | | | | |
| | | tons | tons | | tons | tons |
| For hire..... | 94 | 571 | 72 | 12.6 | 499 | 643 |
| Net ton miles | | | | | | |
| | | net ton miles | net ton miles | | net ton miles | net ton miles |
| For hire..... | 94 | 378,870 | 37,129 | 9.8 | 341,741 | 415,999 |

¹ Estimates for traffic "inside and outside the province" are considered to be more reliable while the estimates for "intraprovincial" traffic should be equally reliable.

Note: The chances are 95 out of 100 that the range (sample estimate \pm sampling variability) contains the true value. Consider "total mileage travelled" by for-hire trucks. It can be assumed that the computed figure, 31,180,000 miles, will not be more than 2,681,000 miles (plus or minus 8.6 per cent of 31,180,000) away from the "true" value in 95 out of 100 cases. In other words, the chances are 95 out of 100 that the true value will fall within a range of 28,499,000 to 33,861,000.



MOTOR TRANSPORT TRAFFIC
PROVINCE OF MANITOBA
1959



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PROVINCE OF MANITOBA
JANUARY 1 - DECEMBER 31, 1959

CHART - 1

TRUCK REGISTRATIONS BY TYPE OF OPERATION

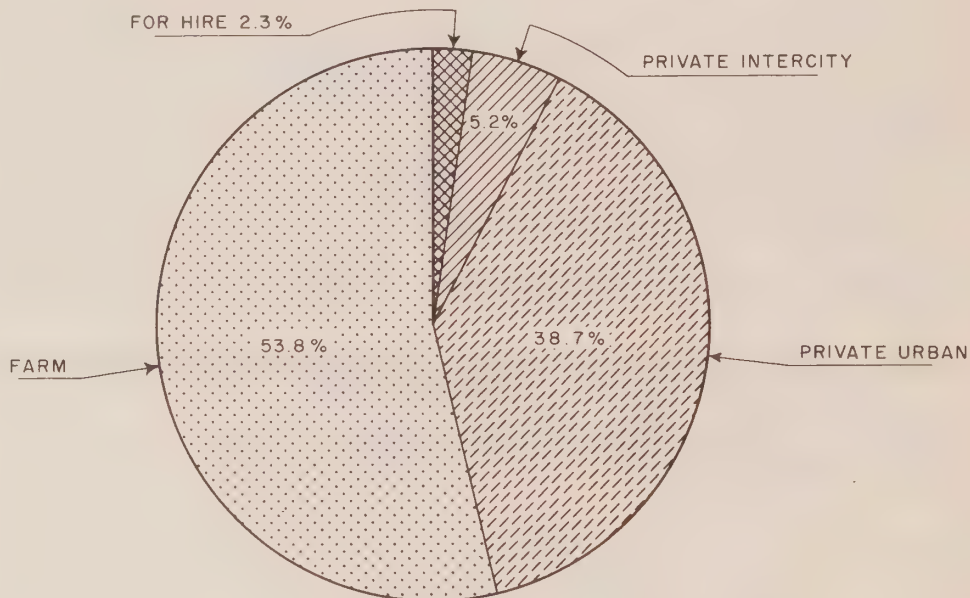
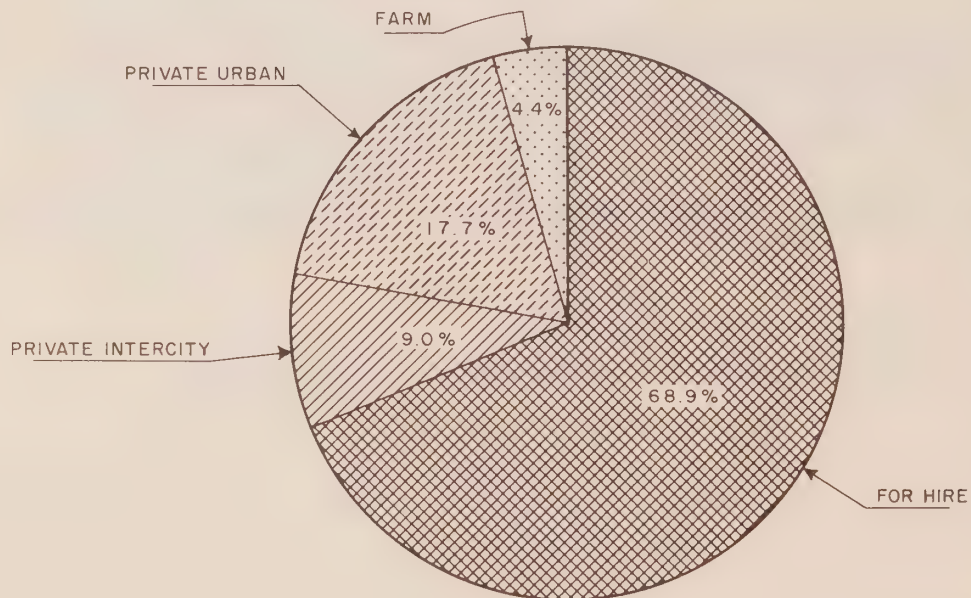


CHART - 2

NET TON MILES BY TYPE OF OPERATION



INTRODUCTION

The 1959 annual report of motor transport traffic in the Province of Manitoba is based upon a sample of approximately 11 per cent of trucks registered in the province. To allow for seasonal variations in traffic and to ensure that the selected vehicles represented current registrations the sample was selected in four quarterly segments with approximately one fourth of the total selected each quarter. Each quarterly sample was spread over three survey weeks with one third of the sample being used for a seven day period, Sunday through Saturday, per month. The surveys were therefore spread over twelve weeks during the year.

All trucks registered in the province are represented except: (a) those not engaged in transportation services; and (b) military and other government-owned vehicles. Trailers as such were excluded from the sample, but details of tractor-trailer combinations were obtained by including the power units or tractors in the survey.

Prior to 1959 a sample survey of intercity buses was conducted in conjunction with the truck traffic survey. However, it was not possible to survey buses in all provinces and, as some traffic data are also collected for the annual publication "Passenger Bus Statistics", catalogue no. 53-215, it was decided to discontinue the sample survey of buses for the present.

Vehicles in the sample are stratified by type of operation and by gross vehicle weight group. The four functional categories used are: for hire, private intercity, private urban and farm. For hire vehicles are those operated for compensation or gain according to licence; private intercity vehicles are those owned and operated by firms and individuals on intercity routes to transport their own goods; private

urban vehicles are those operated only within urban areas; and farm trucks are those operated by farmers primarily to transport farm produce and supplies.

In Manitoba, trucks operated on a highway for compensation are classed as Public Service Vehicles and are issued with a "PSV" licence plate. Vehicles owned and operated on intercity routes by business, industry and individuals to transport their own raw materials, finished goods and merchandise are classed as commercial trucks and issued with a "CT" licence. Those operated in or within fifteen miles of any city, town or village in which the owner has his place of business are issued with a "T" or a "DC" licence. Trucks owned and operated by farmers are issued with an "FT" licence.

In this report vehicles have been classified into the four functional categories as follows:

- | | |
|-------------------|-----------------------------------|
| For hire | — "PSV" licensed vehicles. |
| Private intercity | — "CT" licensed vehicles. |
| Private urban | — "T" and "DC" licensed vehicles. |
| Farm | — "FT" licensed vehicles. |

A number of urban trucks are operated for compensation but these vehicles are not included in the for hire category. As a result, the data shown throughout this report as "for hire" are understated and those for the "private urban" category are overstated by the extent of the urban for hire vehicles classified as "private urban".

Further information on the history and the organization of motor transport traffic surveys may be found in the reports entitled "Motor Transport Traffic, National Estimates", catalogue no. 53-207, for 1957 and 1958.

Expansion of Survey Results

Prior to 1959 the distribution of sample vehicles by gross vehicle weight group and by type of operation was used to provide population estimates as at the time of the sample selection. Sample results were then expanded to represent the operations of all trucks registered in the province by multiplying the sample results by the inverse ratio of the sample to the population and by the ratio of three months to one year. The expanded data for each of the four quarterly segments were added together to obtain annual provincial estimates.

To improve the accuracy of the provincial estimates, it was decided to use, for 1959, the peak

registration population in calculating the blow-up factor rather than the population as at four different periods during the year.

Unfortunately time has not permitted calculations of the reliability of these estimates similar to those published in the 1958 report. It should also be noted that the section dealing exclusively with trips originating and terminating within the province has been omitted from this report for the purposes of simplification.

Review of Survey Results

The estimated population of trucks performing transportation services in Manitoba during the year rose 8.0 per cent to 59,087 from 54,728 in 1958. Of these 1,387 or 2.3 per cent were for hire trucks; 3,063 or 5.2 per cent were private intercity vehicles; 22,856 or 38.7 per cent were private vehicles

operating wholly within urban areas; and 31,781 or 53.8 per cent were farm trucks.

In the following tables blanks appear for some breakdowns of diesel fuel and other fuel by type of operation and by gross vehicle weight. In most of

these instances no vehicles were chosen belonging to these classifications in any of the quarterly sample selections. However in one or two cases a few vehicles were selected but the data collected were considered too unreliable to publish. Even where no vehicles were selected it does not necessarily follow that there were no vehicles in the province belonging to these classifications.

Section I: Traffic Inside and Outside the Province

Section I contains estimates of total traffic performed both inside and outside the province by Manitoba registered trucks.

Although comprising only 2.3 per cent of Manitoba's truck population, for hire vehicles accounted for 68.9 per cent of the total net ton miles and 8.9 per cent of the total tons of goods carried during 1959. This results from the high average yearly mileage of these trucks, 47,700 miles as compared with 5,900 miles for all trucks, and from the heavy average load carried of 10.5 tons compared to 4.9 tons for all trucks. Since almost three quarters of the for hire vehicles have a gross vehicle weight of over 10 tons the heavier loads carried by these trucks are to be expected. The predominance of heavier vehicles in the for hire class also explains the low estimate of miles per gallon of gasoline, 5.8 compared with 9.9 for all trucks.

It is estimated that less than 1 per cent of the total net ton miles performed by Manitoba registered for hire trucks was in urban operations.

Some trucks in Manitoba under 10,000 lb. gross vehicle weight are used essentially for personal

transportation. Such vehicles accounted for 14 per cent of the total mileage travelled by Manitoba registered trucks.

Section II: Traffic Within the Province

This section presents estimates of traffic performed by Manitoba registered trucks entirely inside the province and excludes the "outside the province" portion of interprovincial and international traffic as well as any traffic performed entirely outside the province. Comparing the data in Section I and Section II it will be noted that for hire vehicles accumulated 67.6 per cent and private intercity 15.6 per cent of their total net ton miles outside Manitoba.

Section III: Interprovincial and International Traffic

Interprovincial and international traffic accounted for a significant proportion of the total traffic performed by for hire vehicles, representing approximately three quarters of the total net ton miles performed and three fifths of the revenue earned by these vehicles. Almost one half of the total tons of goods carried in this type of traffic by Manitoba registered for hire trucks was transported to or from Ontario and over one third was moved to or from Saskatchewan.

Appendix 1

During the year survey questionnaires were sent to the owners or operators of 6,361 trucks. Of this number 2,372 were returned completed and 2,002 trucks were reported not used during the survey week. The remaining 1,987 were either returned incomplete and unusable or not returned at all.

May 26, 1961

**SECTION I. TRAFFIC PERFORMED BY MANITOBA REGISTERED TRUCKS INSIDE AND OUTSIDE THE PROVINCE,
JANUARY 1-DECEMBER 31, 1959**

TABLE 1. All Trucks by Type of Operation

| | | For hire | Private | | | Total |
|---|--------|-----------|-----------|---------|---------|-----------|
| | | | Intercity | Urban | Farm | |
| Mileage: | | | | | | |
| Total mileage travelled | '000 | 66,216 | 37,163 | 165,191 | 79,179 | 347,749 |
| Average yearly mileage per truck | | 47,700 | 12,100 | 7,200 | 2,500 | 5,900 |
| Average distance each ton was carried | | 326.5 | 40.7 | 10.7 | 15.2 | 42.0 |
| Percentage of total mileage travelled empty | | 17.8 | 32.1 | 57.9 | 73.9 | 51.1 |
| Fuel: | | | | | | |
| Total gallons of gasoline consumed | '000 | 6,225 | 4,102 | 15,114 | 6,566 | 32,007 |
| Miles per gallon of gasoline | | 5.8 | 9.0 | 10.9 | 12.1 | 9.9 |
| Total gallons of diesel oil consumed | '000 | 5,339 | 46 | 75 | — | 5,460 |
| Miles per gallon of diesel oil | | 5.7 | 5.9 | 5.4 | — | 5.7 |
| Total gallons of other fuel consumed | '000 | — | — | — | — | — |
| Miles per gallon of other fuel | | — | — | — | — | — |
| Weight of goods carried: | | | | | | |
| Total tons of goods carried | '000 | 1,756 | 1,830 | 13,785 | 2,430 | 19,801 |
| Average weight carried ¹ | ton | 10.5 | 2.9 | 2.1 | 1.8 | 4.9 |
| Net ton miles: | | | | | | |
| Total net ton miles performed | '000 | 573,405 | 74,392 | 147,082 | 36,958 | 831,837 |
| Average net ton miles per truck | | 413,400 | 24,300 | 6,400 | 1,200 | 14,100 |
| Capacity ton miles: | | | | | | |
| Total capacity ton miles ² | '000 | 920,274 | 175,975 | 445,795 | 159,895 | 1,701,939 |
| Average capacity ton miles per truck | | 663,500 | 57,500 | 19,500 | 5,000 | 28,800 |
| Percentage of capacity utilized | | 62.3 | 42.3 | 33.0 | 23.1 | 48.9 |
| Gross ton miles: | | | | | | |
| Total gross ton miles ³ | '000 | 1,187,124 | 223,009 | 586,163 | 221,514 | 2,217,810 |
| Average gross ton miles per truck | | 855,900 | 72,800 | 25,600 | 7,000 | 37,500 |
| Revenue: | | | | | | |
| Total revenue | \$'000 | 28,279 | — | — | — | — |
| Revenue per ton mile | ¢ | 4.9 | — | — | — | — |
| Revenue per mile (total mileage travelled) | ¢ | 42.7 | — | — | — | — |
| Average revenue per truck | \$ | 20,400 | — | — | — | — |
| Estimated annual population | | 1,387 | 3,063 | 22,856 | 31,781 | 59,087 |

TABLE 2. All Trucks by Gross Vehicle Weight Group

| | 0-2½ tons 0-5,000 lb. | 2½-5 tons 5,001-10,000 lb. | 5-7½ tons 10,001-15,000 lb. | 7½-10 tons 15,001-20,000 lb. | 10-15 tons 20,001-30,000 lb. | Over 15 tons 30,001 lb. and over | Total |
|---|-----------------------------|----------------------------------|-----------------------------------|------------------------------------|------------------------------------|--|-----------|
| Mileage: | | | | | | | |
| Total mileage travelled | '000 | 55,778 | 150,101 | 19,436 | 31,053 | 21,548 | 347,749 |
| Average yearly mileage per truck | | 6,700 | 4,300 | 3,000 | 5,400 | 11,800 | 5,900 |
| Average distance each ton was carried | | 23.8 | 15.6 | 12.4 | 14.1 | 13.8 | 42.0 |
| Percentage of total mileage travelled empty | | 74.0 | 63.7 | 32.7 | 36.5 | 34.7 | 51.1 |
| Fuel: | | | | | | | |
| Total gallons of gasoline consumed | '000 | 3,524 | 11,996 | 2,050 | 3,880 | 3,034 | 32,007 |
| Miles per gallon of gasoline | | 15.8 | 12.5 | 9.5 | 8.0 | 7.1 | 9.9 |
| Total gallons of diesel oil consumed | '000 | — | — | — | — | — | 5,460 |
| Miles per gallon of diesel oil | | — | — | — | — | — | 5.7 |
| Total gallons of other fuel consumed | '000 | — | — | — | — | — | — |
| Miles per gallon of other fuel | | — | — | — | — | — | — |
| Weight of goods carried: | | | | | | | |
| Total tons of goods carried | '000 | 183 | 2,076 | 1,825 | 4,642 | 4,807 | 19,801 |
| Average weight carried ¹ | ton | 0.3 | 0.6 | 1.7 | 3.3 | 4.7 | 4.9 |
| Net ton miles: | | | | | | | |
| Total net ton miles performed | '000 | 4,354 | 32,324 | 22,641 | 65,511 | 66,520 | 831,837 |
| Average net ton miles per truck | | 500 | 900 | 3,500 | 11,400 | 36,300 | 14,100 |
| Capacity ton miles: | | | | | | | |
| Total capacity ton miles ² | '000 | 45,319 | 199,517 | 66,847 | 173,431 | 157,282 | 1,701,939 |
| Average capacity ton miles per truck | | 5,400 | 5,700 | 10,300 | 30,100 | 85,900 | 28,800 |
| Percentage of capacity utilized | | 9.6 | 16.2 | 33.9 | 37.8 | 42.3 | 48.9 |
| Gross ton miles: | | | | | | | |
| Total gross ton miles ³ | '000 | 93,213 | 348,330 | 89,172 | 191,013 | 166,926 | 2,217,810 |
| Average gross ton miles per truck | | 11,200 | 9,900 | 13,700 | 33,200 | 91,200 | 37,500 |
| Estimated annual population | | 8,351 | 35,076 | 6,494 | 5,758 | 1,831 | 59,087 |

See footnotes at end of Table 5, page 9.

TABLE 3. Selected Statistics by Gross Vehicle Weight Group

| Gross vehicle weight | For hire | | | | | | |
|----------------------------|-------------------------|---------------------------------|---------------------|------------------------|--------------------------|---------------|----------------------|
| | Weight of goods carried | Total miles travelled with load | Total net ton miles | Average weight carried | Average distance per ton | Total revenue | Revenue per ton mile |
| | '000 tons | '000 | '000 | tons | miles | \$'000 | ¢ |
| 20,000 lb. and under | 194 | 4,287 | 11,700 | 2.7 | 60.3 | 1,517 | 13.0 |
| 20,001-30,000 lb. | 186 | 3,919 | 13,933 | 3.6 | 75.0 | 1,617 | 11.6 |
| 30,001-50,000 lb. | 452 | 13,644 | 112,801 | 8.3 | 249.4 | 6,880 | 6.1 |
| 50,001 lb. and over | 924 | 32,560 | 434,971 | 13.4 | 470.9 | 18,265 | 4.2 |
| Totals | 1,756 | 54,410 | 573,405 | 10.5 | 326.5 | 28,279 | 4.9 |
| | Private intercity | | | | | | |
| | Weight of goods carried | Total miles travelled with load | Total net ton miles | Average weight carried | Average distance per ton | | |
| | '000 tons | '000 | '000 | tons | miles | | |
| 10,000 lb. and under | 154 | 11,474 | 7,530 | | 0.7 | | 48.8 |
| 10,001-20,000 lb. | 481 | 7,387 | 17,090 | | 2.3 | | 35.6 |
| 20,001-30,000 lb. | 452 | 3,434 | 14,783 | | 4.3 | | 32.7 |
| 30,001 lb. and over | 743 | 2,940 | 34,989 | | 11.9 | | 47.1 |
| Totals | 1,830 | 25,235 | 74,392 | | 2.9 | | 40.7 |

**SECTION II. TRAFFIC PERFORMED BY MANITOBA REGISTERED TRUCKS WITHIN THE PROVINCE,
JANUARY 1-DECEMBER 31, 1959**

TABLE 4. All Trucks by Type of Operation

| | | For hire | Private | | | Total |
|---|--------|----------|-----------|---------|---------|-----------|
| | | | Intercity | Urban | Farm | |
| Mileage: | | | | | | |
| Total mileage travelled | '000 | 29,699 | 34,815 | 165,191 | 79,179 | 308,884 |
| Average yearly mileage per truck | | 21,400 | 11,400 | 7,200 | 2,500 | 5,200 |
| Average distance each ton was carried | | 111.3 | 35.0 | 10.7 | 15.2 | 22.0 |
| Percentage of total mileage travelled empty | | 19.2 | 32.6 | 57.9 | 73.9 | 55.4 |
| Fuel: | | | | | | |
| Total gallons of gasoline consumed | '000 | 3,766 | 3,788 | 15,114 | 6,566 | 29,234 |
| Miles per gallon of gasoline | | 6.1 | 9.2 | 10.9 | 12.1 | 10.3 |
| Total gallons of diesel oil consumed | '000 | 1,160 | 17 | 75 | — | 1,252 |
| Miles per gallon of diesel oil | | 5.7 | 6.1 | 5.4 | — | 5.7 |
| Total gallons of other fuel consumed | '000 | — | — | — | — | — |
| Miles per gallon of other fuel | | — | — | — | — | — |
| Weight of goods carried: | | | | | | |
| Total tons of goods carried | '000 | 1,668 | 1,794 | 13,785 | 2,430 | 19,677 |
| Average weight carried ¹ | ton | 7.7 | 2.7 | 2.1 | 1.8 | 3.1 |
| Net ton miles: | | | | | | |
| Total net ton miles performed | '000 | 185,717 | 62,796 | 147,082 | 36,958 | 432,553 |
| Average net ton miles per truck | | 133,900 | 20,500 | 6,400 | 1,200 | 7,300 |
| Capacity ton miles: | | | | | | |
| Total capacity ton miles ² | '000 | 344,571 | 153,635 | 445,795 | 159,895 | 1,103,896 |
| Average capacity ton miles per truck | | 248,400 | 50,200 | 19,500 | 5,000 | 18,700 |
| Percentage of capacity utilized | | 53.9 | 40.9 | 33.0 | 23.1 | 39.2 |
| Gross ton miles: | | | | | | |
| Total gross ton miles ³ | '000 | 432,626 | 192,338 | 586,163 | 221,514 | 1,432,641 |
| Average gross ton miles per truck | | 311,900 | 62,800 | 25,600 | 7,000 | 24,200 |
| Revenue: | | | | | | |
| Total revenue | \$'000 | 12,544 | — | — | — | — |
| Revenue per ton mile | ¢ | 6.8 | — | — | — | — |
| Revenue per mile (total mileage travelled) | ¢ | 42.2 | — | — | — | — |
| Average revenue per truck | \$ | 9,000 | — | — | — | — |
| Estimated annual population | | 1,387 | 3,063 | 22,856 | 31,781 | 59,087 |

See footnotes at end of Table 5, page 9.

TABLE 5. All Trucks by Gross Vehicle Weight Group

| | 0-2½ tons 0-5,000 lb. | 2½-5 tons 5,001-10,000 lb. | 5-7½ tons 10,001-15,000 lb. | 7½-10 tons 15,001-20,000 lb. | 10-15 tons 20,001-30,000 lb. | Over 15 tons 30,001 lb. and over | Total |
|---|-----------------------------|----------------------------------|-----------------------------------|------------------------------------|------------------------------------|--|-----------|
| Mileage: | | | | | | | |
| Total mileage travelled '000 | 55,778 | 149,948 | 18,750 | 30,861 | 21,340 | 32,207 | 308,384 |
| Average yearly mileage per truck | 6,700 | 4,300 | 2,900 | 5,400 | 11,700 | 20,400 | 5,200 |
| Average distance each ton was carried | 23.8 | 15.5 | 11.6 | 14.1 | 13.3 | 33.6 | 22.0 |
| Percentage of total mileage travelled empty | 74.0 | 63.7 | 33.9 | 36.5 | 34.8 | 28.8 | 55.4 |
| Fuel: | | | | | | | |
| Total gallons of gasoline consumed '000 | 3,524 | 11,986 | 1,981 | 3,858 | 3,003 | 4,382 | 29,234 |
| Miles per gallon of gasoline | 15.8 | 12.5 | 9.5 | 8.0 | 7.1 | 5.1 | 10.3 |
| Total gallons of diesel oil consumed '000 | — | — | — | — | — | 1,252 | 1,252 |
| Miles per gallon of diesel oil | — | — | — | — | — | 5.7 | 5.7 |
| Total gallons of other fuel consumed '000 | — | — | — | — | — | — | — |
| Miles per gallon of other fuel | — | — | — | — | — | — | — |
| Weight of goods carried: | | | | | | | |
| Total tons of goods carried '000 | 183 | 2,076 | 1,825 | 4,633 | 4,804 | 6,156 | 19,677 |
| Average weight carried ¹ ton | 0.3 | 0.6 | 1.7 | 3.3 | 4.7 | 10.6 | 3.1 |
| Net ton miles: | | | | | | | |
| Total net ton miles performed '000 | 4,354 | 32,217 | 21,132 | 65,190 | 66,058 | 243,602 | 432,553 |
| Average net ton miles per truck | 500 | 900 | 3,300 | 11,300 | 36,100 | 154,500 | 7,300 |
| Capacity ton miles: | | | | | | | |
| Total capacity ton miles ² '000 | 45,319 | 199,267 | 64,796 | 172,504 | 155,866 | 466,144 | 1,103,896 |
| Average capacity ton miles per truck | 5,400 | 5,700 | 10,000 | 30,000 | 85,100 | 295,600 | 18,700 |
| Percentage of capacity utilized | 9.6 | 16.2 | 32.6 | 37.8 | 42.4 | 52.3 | 39.2 |
| Gross ton miles: | | | | | | | |
| Total gross ton miles ³ '000 | 93,213 | 347,903 | 85,470 | 189,945 | 165,505 | 550,605 | 1,432,641 |
| Average gross ton miles per truck | 11,200 | 9,900 | 13,200 | 33,000 | 90,400 | 349,100 | 24,200 |
| Estimated annual population | 8,351 | 35,076 | 6,494 | 5,758 | 1,831 | 1,577 | 59,087 |

¹ Ton miles divided by miles travelled with load.² Capacity ton miles are determined by multiplying the actual number of miles travelled by the estimated capacity or the weight of the heaviest load carried, whichever is larger.³ Gross ton miles performed are determined by adding to the total ton miles performed the weight of the vehicle empty (tare) multiplied by total miles travelled.SECTION III. INTERPROVINCIAL AND INTERNATIONAL TRAFFIC PERFORMED BY MANITOBA REGISTERED TRUCKS,
JANUARY 1- DECEMBER 31, 1959

TABLE 6. Tons of Goods Carried by Province of Origin and Destination

| Origin and destination | For hire | | | Private intercity ¹ | | | Total ¹ | | |
|---------------------------------------|------------------|--------------------|------------|--------------------------------|--------------------|-------|--------------------|--------------------|-------|
| | Into Manitoba | Out of Manitoba | Total | Into Manitoba | Out of Manitoba | Total | Into Manitoba | Out of Manitoba | Total |
| | '000 tons | | | | | | | | |
| Newfoundland | — | — | — | | | | | | |
| Prince Edward Island | — | — | — | | | | | | |
| Nova Scotia | — | — | — | | | | | | |
| New Brunswick | — | — | — | | | | | | |
| Quebec | 4 | 5 | 9 | | | | | | |
| Ontario | 149 | 127 | 276 | | | | | | |
| Saskatchewan | 80 | 114 | 194 | | | | | | |
| Alberta | 18 | 31 | 49 | | | | | | |
| British Columbia | — | 1 | 1 | | | | | | |
| Yukon and Northwest Territories | — | — | — | | | | | | |
| United States | 10 | 23 | 33 | | | | | | |
| Totals | 261 | 301 | 562 | | | | | | |

¹ Reliable estimates not available.

TABLE 7. Selected Statistics by Commodity Group

| Commodity group | For hire | | | | | | |
|--------------------------------------|--------------------------------|---------------------------------|---------------------|------------------------|--------------------------|---------------|----------------------|
| | Weight of goods carried | Total miles travelled with load | Total net ton miles | Average weight carried | Average distance per ton | Total revenue | Revenue per ton mile |
| | '000 tons | '000 | '000 | tons | miles | \$'000 | ¢ |
| Agricultural products | 14 | 1,038 | 14,318 | 13.8 | 1,049.7 | 335 | 2.3 |
| Animals and animal products | 112 | 7,361 | 99,086 | 13.5 | 879.3 | 3,155 | 3.2 |
| Mine products | — | — | — | — | — | — | — |
| Forest products ¹ | — | — | — | — | — | — | — |
| Manufactures and miscellaneous | 216 | 14,578 | 165,188 | 11.3 | 765.9 | 7,369 | 4.5 |
| N.O.S. general freight | 220 | 10,555 | 141,371 | 13.4 | 643.3 | 5,926 | 4.2 |
| Totals | 562 | 33,532 | 419,963 | 12.5 | 747.6 | 16,785 | 4.0 |
| | Private intercity ¹ | | | | | | |
| | Weight of goods carried | Total miles travelled with load | Total net ton miles | Average weight carried | Average distance per ton | | |
| | '000 tons | '000 | '000 | tons | miles | | |
| Agricultural products | | | | | | | |
| Animals and animal products | | | | | | | |
| Mine products | | | | | | | |
| Forest products | | | | | | | |
| Manufactures and miscellaneous | | | | | | | |
| N.O.S. general freight | | | | | | | |
| Totals | | | | | | | |

¹ Reliable statistics not available.

APPENDIX

| Type of operation | A. Population | | | | | | |
|---|--|---|---|---|---------------------------------|-------------------------------------|---------------|
| | 0-2½ tons 0-5,000 lb. | 2½-5 tons 5,001-10,000 lb. | 5-7½ tons 10,001-15,000 lb. | 7½-10 tons 15,001-20,000 lb. | 10-15 tons 20,001-30,000 lb. | Over 15 tons 30,001 lb. and over | Total |
| Estimated Manitoba truck population in 1959 | | | | | | | |
| For hire | — | 101 | 51 | 220 | 164 | 851 | 1,387 |
| Private: | | | | | | | |
| Intercity | — | 1,915 | 272 | 386 | 297 | 193 | 3,063 |
| Urban | 5,218 | 11,659 | 1,828 | 2,572 | 1,070 | 509 | 22,856 |
| Farm | 3,133 | 21,401 | 4,343 | 2,580 | 300 | 24 | 31,781 |
| Totals | 8,351 | 35,076 | 6,494 | 5,758 | 1,831 | 1,577 | 59,087 |
| | B. Survey Response | | | | | | |
| | Total number of trucks selected in samples | Number of questionnaires returned completed | Number of sampled trucks reported not in use during survey week | Number of questionnaires not returned or returned incomplete and unusable | | | |
| For hire | 617 | 356 | 116 | 145 | | | |
| Private: | | | | | | | |
| Intercity | 504 | 284 | 101 | 119 | | | |
| Urban | 3,053 | 1,183 | 803 | 1,067 | | | |
| Farm | 2,187 | 549 | 982 | 656 | | | |
| Totals | 6,361 | 2,372 | 2,002 | 1,987 | | | |

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Canada. Statistics, Bureau of
vi

MOTOR TRANSPORT TRAFFIC
PROVINCE OF MANITOBA
1960

Published by Authority of
The Honourable George Hees, Minister of Trade and Commerce



DOMINION BUREAU OF STATISTICS
Public Finance and Transportation Division
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March, 1962
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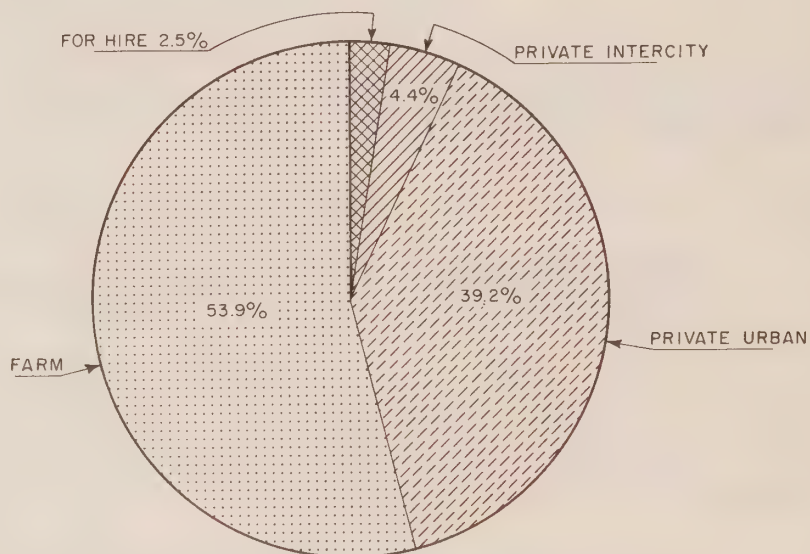
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PROVINCE OF MANITOBA
JANUARY 1—DECEMBER 31, 1960

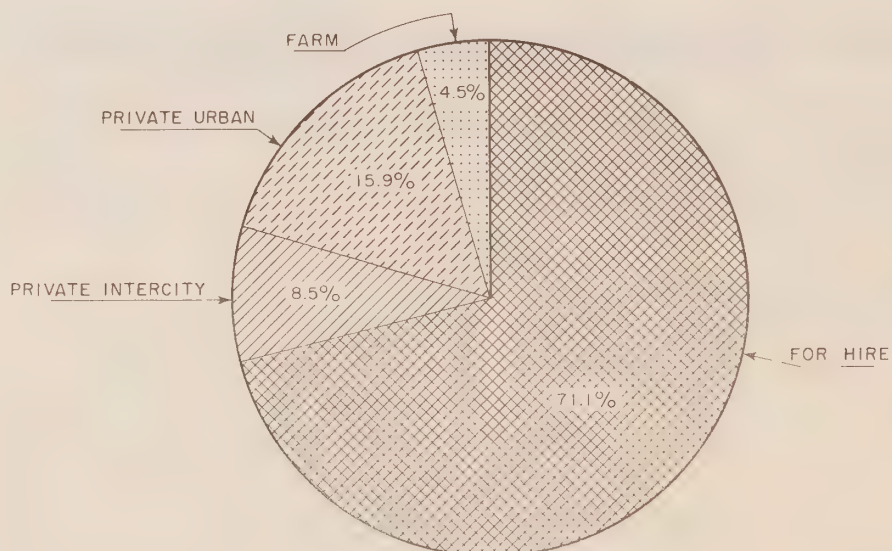
CHART—1

TRUCK REGISTRATIONS BY TYPE OF OPERATION



CHART—2

NET TON MILES BY TYPE OF OPERATION



INTRODUCTION

The 1960 annual report of motor transport traffic in the Province of Manitoba is based upon a sample of approximately 9 per cent of trucks registered in the province. (The decrease from 11 per cent in 1959 to 9 per cent in 1960 is due to a change in the sample selection ratios whereby fewer trucks of a low gross vehicle weight were selected while the selection ratios for heavier trucks were increased. This change had a noticeable effect on the number of farm vehicles included in the sample.) To allow for seasonal variations in traffic and to ensure that the selected vehicles represented current registrations the sample was selected in four quarterly segments with approximately one fourth of the total selected each quarter. Each quarterly sample was spread over three survey weeks with one third of the sample being used for a seven day period, Sunday through Saturday, per month. The surveys were therefore spread over twelve weeks during the year.

All trucks registered in the province are represented except: (a) those not engaged in transportation services; and (b) military and other government-owned vehicles. Trailers as such were excluded from the sample but details of tractor-trailer combinations were obtained by including the power units or tractors in the survey.

Prior to 1959 a sample survey of intercity buses was conducted in conjunction with the truck traffic survey. However, it was not possible to survey buses in all provinces and, as some traffic data are also collected for the annual publication "Passenger Bus Statistics", catalogue no. 53-215, it was decided to discontinue the sample survey of buses for the present.

Vehicles in the sample are stratified by type of operation and by gross vehicle weight group. The four functional categories used are: for hire, private intercity, private urban and farm. For hire vehicles are those operated for compensation or gain according to licence; private intercity vehicles

are those owned and operated by firms and individuals on intercity routes to transport their own goods; private urban vehicles are those operated only within urban areas; and farm trucks are those operated by farmers primarily to transport farm produce and supplies.

In Manitoba, trucks operated on a highway for compensation are classed as Public Service Vehicles and are issued with a "PSV" licence plate. Vehicles owned and operated on intercity routes by business, industry and individuals to transport their own raw materials, finished goods and merchandise are classed as commercial trucks and issued with a "CT" licence. Those operated in or within fifteen miles of any city, town or village in which the owner has his place of business are issued with a "T" or a "DC" licence. Trucks owned and operated by farmers are issued with an "FT" licence.

In this report vehicles have been classified into the four functional categories as follows:

For hire — "PSV" licensed vehicles.

Private intercity — "CT" licensed vehicles.

Private urban — "T" and "DC" licensed vehicles.

Farm — "FT" licensed vehicles.

A number of urban trucks are operated for compensation but these vehicles are not included in the for hire category. As a result, the data shown throughout this report as "for hire" are understated and those for the "private urban" category are overstated by the extent of the urban for hire vehicles classified as "private urban".

Further information on the history and the organization of motor transport traffic surveys may be found in the reports entitled "Motor Transport Traffic, National Estimates", catalogue no. 53-207, for 1957, 1958 and 1959.

Expansion of Survey Results

Prior to 1959 the distribution of sample vehicles by gross vehicle weight group and by type of operation was used to provide population estimates as at the time of the sample selection. Sample results were then expanded to represent the operations of all trucks registered in the province by multiplying the sample results by the inverse ratio of the sample to the population and by the ratio of three months to one week. The expanded data for each of the four quarterly segments were added together to obtain annual provincial estimates.

Using this method it was found that in some provinces the truck population varied greatly from quarter to quarter. In many cases these changes were not due to an increase or decrease in the actual truck population but were merely the result of the sample being chosen from an incomplete set of registration files.

To improve the accuracy of the provincial estimates the sample results, since 1959, have been blown up to represent the characteristics of a constant average population throughout the year

rather than the population as at four different periods during the year. For this purpose the peak quarterly registration population of the preceding year is deemed to be the average population for the current year. The breakdown of the average population into classes and gross vehicle weight groups is based upon the distribution reported in the whole of the previous year.

The estimated population of trucks performing transportation services in Manitoba during the year rose 2.4 per cent to 60,500 from 59,087 in 1959. Of these 1,500 or 2.5 per cent were for hire trucks; 2,700 or 4.4 per cent were private intercity vehicles; 23,700 or 39.2 per cent were private vehicles operating wholly within urban areas; and 32,600 or 53.9 per cent were farm trucks.

In the following tables blanks appear for some breakdowns of diesel fuel and other fuel by type of operation and by gross vehicle weight. In most of these instances no vehicles were chosen belonging to these classifications in any of the quarterly sample selections. However in one or two cases a few vehicles were selected but the data collected were considered too unreliable to publish. Even where no vehicles were selected it does not necessarily follow that there were no vehicles in the province belonging to these classifications.

Section I: Traffic Inside and Outside the Province

Section I contains estimates of total traffic performed both inside and outside the province by Manitoba registered trucks.

A new table has been added to this section which summarizes for the year the quarterly commodity tables included in the quarterly report, "Motor Transport Traffic, National Estimates", catalogue no. 53-004.

Although comprising only 2.5 per cent of Manitoba's truck population, for hire vehicles accounted for 71.1 per cent of the total net ton miles and 10.2 per cent of the total tons of goods carried during 1960. This results from the high average yearly mileage of these trucks, 51,600 miles as

compared to 6,100 miles for all trucks, and from the heavy average load carried of 11.8 tons compared to 5.4 tons for all trucks. Since four fifths of the for hire vehicles have a gross vehicle weight of over 10 tons the heavier loads carried by these trucks are to be expected. The predominance of heavier vehicles in the for hire class also explains the low estimate of miles per gallon of gasoline, 5.4 compared with 9.6 for all trucks.

It is estimated that urban operations accounted for 0.6 per cent of the total net ton miles performed by Manitoba registered for hire trucks and 11.7 per cent of the total net ton miles performed by private intercity vehicles.

Some trucks in Manitoba under 10,000 lb. gross vehicle weight are used essentially for personal transportation. Such vehicles accounted for about 12 per cent of the total mileage travelled by Manitoba registered trucks.

Section II: Traffic Within the Province

This section presents estimates of traffic performed by Manitoba registered trucks entirely inside the province and excludes the "outside the province" portion of interprovincial and international traffic as well as any traffic performed entirely outside the province. Comparing the data in Section I and Section II it will be noted that for hire vehicles accumulated 72.0 per cent and private intercity 22.4 per cent of their total net ton miles outside Manitoba.

Section III: Interprovincial and International Traffic

Interprovincial and international traffic accounted for a significant proportion of the total traffic performed by for hire vehicles, representing approximately three quarters of the total net ton miles performed and three fifths of the revenue earned by these vehicles. Almost one half of the total tons of goods carried in this type of traffic by Manitoba registered for hire trucks was transported to or from Ontario and over one third was moved to or from Saskatchewan.

Appendix

During the year survey questionnaires were sent to the owners or operators of 5,255 trucks. Of this number 2,084 were returned completed and 1,633 trucks were reported not used during the

survey week. The remaining 1,538 were either returned incomplete and unusable or not returned at all.

February 20, 1962.

**SECTION 1. TRAFFIC PERFORMED BY MANITOBA REGISTERED TRUCKS INSIDE AND OUTSIDE THE PROVINCE
JANUARY 1-DECEMBER 31, 1960**

TABLE 1. All Trucks by Type of Operation

| | | For hire | Private | | | Total |
|---|--------|-----------|-----------|---------|---------|-----------|
| | | | Intercity | Urban | Farm | |
| Mileage: | | | | | | |
| Total mileage travelled..... | '000 | 77,339 | 40,159 | 171,888 | 81,211 | 370,597 |
| Average yearly mileage per truck | | 51,600 | 14,900 | 7,300 | 2,500 | 6,100 |
| Average distance each ton was carried..... | | 319.6 | 54.8 | 11.1 | 12.2 | 45.7 |
| Percentage of total mileage travelled empty | | 18.3 | 31.1 | 57.1 | 65.1 | 47.9 |
| Fuel: | | | | | | |
| Total gallons of gasoline consumed | '000 | 7,151 | 4,544 | 15,965 | 6,797 | 34,457 |
| Miles per gallon of gasoline..... | | 5.4 | 8.5 | 10.7 | 11.9 | 9.6 |
| Total gallons of diesel oil consumed | '000 | 6,985 | 234 | 88 | — | 7,307 |
| Miles per gallon of diesel oil..... | | 5.5 | 5.8 | 5.6 | — | 5.5 |
| Total gallons of other fuel consumed | '000 | — | — | — | — | — |
| Miles per gallon of other fuel | | — | — | — | — | — |
| Weight of goods carried: | | | | | | |
| Total tons of goods carried | '000 | 2,326 | 1,619 | 15,071 | 3,871 | 22,887 |
| Average weight carried ¹ | ton | 11.8 | 3.2 | 2.3 | 1.7 | 5.4 |
| Net ton miles: | | | | | | |
| Total net ton miles performed | '000 | 743,514 | 88,675 | 166,612 | 47,042 | 1,045,843 |
| Average net ton miles per truck | | 495,700 | 32,800 | 7,000 | 1,400 | 17,300 |
| Capacity ton miles: | | | | | | |
| Total capacity ton miles ² | '000 | 1,124,960 | 207,060 | 488,287 | 169,663 | 1,989,970 |
| Average capacity ton miles per truck | | 750,000 | 76,700 | 20,600 | 5,200 | 32,900 |
| Percentage of capacity utilized..... | | 66.1 | 42.8 | 34.1 | 27.7 | 52.6 |
| Gross ton miles: | | | | | | |
| Total gross ton miles ³ | '000 | 1,647,185 | 261,835 | 642,475 | 245,768 | 2,797,263 |
| Average gross ton miles per truck | | 1,098,100 | 97,000 | 27,100 | 7,500 | 46,200 |
| Revenue: | | | | | | |
| Total revenue | \$'000 | 33,515 | — | — | — | — |
| Revenue per ton mile | ¢ | 4.5 | — | — | — | — |
| Revenue per mile (total mileage travelled) | ¢ | 43.3 | — | — | — | — |
| Average revenue per truck | \$ | 22,300 | — | — | — | — |
| Estimated annual population | | 1,500 | 2,700 | 23,700 | 32,600 | 60,500 |

TABLE 2. All Trucks by Gross Vehicle Weight Group

| | 0-2½ tons 0-5,000 lb. | 2½-5 tons 5,001-10,000 lb. | 5-7½ tons 10,001-15,000 lb. | 7½-10 tons 15,001-20,000 lb. | 10-15 tons 20,001-30,000 lb. | Over 15 tons 30,001 lb. and over | Total |
|--|-----------------------------|----------------------------------|-----------------------------------|------------------------------------|------------------------------------|--|-----------|
| Mileage: | | | | | | | |
| Total mileage travelled..... | '000 | 52,629 | 157,641 | 16,575 | 33,555 | 26,468 | 370,597 |
| Average yearly mileage per truck..... | | 6,900 | 4,300 | 2,800 | 5,500 | 11,400 | 6,100 |
| Average distance each ton was carried..... | | 14.7 | 21.4 | 13.5 | 12.9 | 15.2 | 45.7 |
| Percentage of total mileage travelled empty..... | | 69.3 | 59.2 | 36.3 | 38.4 | 35.6 | 47.9 |
| Fuel: | | | | | | | |
| Total gallons of gasoline consumed..... | '000 | 3,474 | 12,471 | 1,773 | 4,183 | 3,721 | 34,457 |
| Miles per gallon of gasoline..... | | 15.1 | 12.6 | 9.4 | 8.0 | 7.1 | 9.6 |
| Total gallons of diesel oil consumed..... | '000 | — | — | — | — | — | 7,307 |
| Miles per gallon of diesel oil..... | | — | — | — | — | — | 5.5 |
| Total gallons of other fuel consumed..... | '000 | — | — | — | — | — | — |
| Miles per gallon of other fuel..... | | — | — | — | — | — | — |
| Weight of goods carried: | | | | | | | |
| Total tons of goods carried..... | '000 | 233 | 2,061 | 1,371 | 5,473 | 5,482 | 22,887 |
| Average weight carried ¹ | ton | 0.2 | 0.7 | 1.8 | 3.4 | 4.9 | 5.4 |
| Net ton miles: | | | | | | | |
| Total net ton miles performed..... | '000 | 3,428 | 44,152 | 18,484 | 70,390 | 83,299 | 1,045,843 |
| Average net ton miles per truck..... | | 500 | 1,200 | 3,200 | 11,500 | 36,000 | 17,300 |
| Capacity ton miles: | | | | | | | |
| Total capacity ton miles ² | '000 | 41,773 | 211,831 | 56,724 | 180,519 | 192,321 | 1,989,970 |
| Average capacity ton miles per truck..... | | 5,500 | 5,800 | 9,700 | 29,400 | 83,100 | 32,900 |
| Percentage of capacity utilized..... | | 8.2 | 20.8 | 32.6 | 39.0 | 43.3 | 52.6 |
| Gross ton miles: | | | | | | | |
| Total gross ton miles ³ | '000 | 90,556 | 376,650 | 76,303 | 206,811 | 208,835 | 2,797,263 |
| Average gross ton miles per truck..... | | 11,900 | 10,300 | 13,100 | 33,700 | 90,300 | 46,200 |
| Estimated annual population..... | | 7,594 | 36,587 | 5,829 | 6,131 | 2,313 | 60,500 |

See footnotes at end of Table 6, page 9.

TABLE 3. Selected Statistics by Gross Vehicle Weight Group

| Gross vehicle weight | For hire | | | | | | |
|----------------------------|-------------------------|---------------------------------|---------------------|------------------------|--------------------------|---------------|----------------------|
| | Weight of goods carried | Total miles travelled with load | Total net ton miles | Average weight carried | Average distance per ton | Total revenue | Revenue per ton mile |
| | '000 tons | '000 | '000 | tons | miles | \$'000 | ¢ |
| 20,000 lb. and under | 188 | 3,120 | 7,560 | 2.4 | 40.3 | 1,313 | 17.4 |
| 20,001-30,000 lb. | 355 | 6,132 | 25,919 | 4.2 | 72.9 | 2,710 | 10.5 |
| 30,001-50,000 lb. | 322 | 11,834 | 87,567 | 7.4 | 271.8 | 6,872 | 7.8 |
| 50,001 lb. and over | 1,461 | 42,079 | 622,468 | 14.8 | 426.0 | 22,620 | 3.6 |
| Totals | 2,326 | 63,165 | 743,514 | 11.8 | 319.6 | 33,515 | 4.5 |
| | Private intercity | | | | | | |
| | Weight of goods carried | Total miles travelled with load | Total net ton miles | Average weight carried | Average distance per ton | | |
| | '000 tons | '000 | '000 | tons | miles | | |
| 10,000 lb. and under | 210 | 13,140 | 8,281 | | 0.6 | | 39.4 |
| 10,001-20,000 lb. | 408 | 6,545 | 16,527 | | 2.5 | | 40.5 |
| 20,001-30,000 lb. | 374 | 3,529 | 16,957 | | 4.8 | | 45.4 |
| 30,001 lb. and over | 627 | 4,440 | 46,910 | | 10.6 | | 74.8 |
| Totals | 1,619 | 27,654 | 88,675 | | 3.2 | | 54.8 |

TABLE 4. Selected Statistics by Commodity Group

| Commodity group | For hire | | | | | | |
|--------------------------------------|-------------------------|---------------------------------|---------------------|------------------------|--------------------------|---------------|----------------------|
| | Weight of goods carried | Total miles travelled with load | Total net ton miles | Average weight carried | Average distance per ton | Total revenue | Revenue per ton mile |
| | '000 tons | '000 | '000 | tons | miles | \$'000 | ¢ |
| Agricultural products..... | 44 | 2,285 | 35,130 | 15.4 | 791.8 | 434 | 1.2 |
| Animals and animal products | 364 | 12,593 | 124,012 | 9.8 | 340.8 | 5,023 | 4.1 |
| Mine products | 14 | 125 | 880 | 7.0 | 62.2 | 327 | 37.2 |
| Forest products | 22 | 406 | 4,868 | 12.0 | 218.5 | 201 | 4.1 |
| Manufactures and miscellaneous | 1,240 | 30,133 | 379,389 | 12.6 | 305.9 | 17,823 | 4.7 |
| N.O.S. general freight | 642 | 17,623 | 199,235 | 11.3 | 310.5 | 9,707 | 4.9 |
| Totals | 2,326 | 63,165 | 743,514 | 11.8 | 319.6 | 33,515 | 4.5 |
| | Private intercity | | | | | | |
| | Weight of goods carried | Total miles travelled with load | Total net ton miles | Average weight carried | Average distance per ton | | |
| | '000 tons | '000 | '000 | tons | miles | | |
| Agricultural products..... | 86 | 2,453 | 10,672 | | 4.4 | | 124.5 |
| Animals and animal products | 133 | 5,427 | 17,949 | | 3.3 | | 135.3 |
| Mine products | 87 | 368 | 4,858 | | 13.2 | | 55.9 |
| Forest products | 45 | 546 | 4,086 | | 7.5 | | 91.3 |
| Manufactures and miscellaneous | 1,039 | 18,075 | 47,217 | | 2.6 | | 45.4 |
| N.O.S. general freight | 229 | 785 | 3,893 | | 5.0 | | 17.0 |
| Totals | 1,619 | 27,654 | 88,675 | | 3.2 | | 54.8 |

**SECTION II. TRAFFIC PERFORMED BY MANITOBA REGISTERED TRUCKS WITHIN THE PROVINCE
JANUARY 1-DECEMBER 31, 1960**

TABLE 5. All Trucks by Type of Operation

| | For hire | Private | | | Total | |
|---|----------|-----------|---------|---------|---------|-----------|
| | | Intercity | Urban | Farm | | |
| Mileage: | | | | | | |
| Total mileage travelled | '000 | 31,190 | 36,718 | 171,888 | 81,211 | 321,007 |
| Average yearly mileage per truck | | 20,800 | 13,600 | 7,300 | 2,500 | 5,300 |
| Average distance each ton was carried..... | | 94.5 | 43.9 | 11.1 | 12.2 | 21.6 |
| Percentage of total mileage travelled empty | | 22.2 | 32.0 | 57.1 | 65.1 | 52.8 |
| Fuel: | | | | | | |
| Total gallons of gasoline consumed | '000 | 4,144 | 4,153 | 15,965 | 6,797 | 31,059 |
| Miles per gallon of gasoline | | 5.7 | 8.7 | 10.7 | 11.9 | 10.1 |
| Total gallons of diesel oil consumed | '000 | 1,307 | 78 | 88 | — | 1,473 |
| Miles per gallon of diesel oil | | 5.7 | 6.0 | 5.6 | — | 5.7 |
| Total gallons of other fuel consumed | '000 | — | — | — | — | — |
| Miles per gallon of other fuel | | — | — | — | — | — |
| Weight of goods carried: | | | | | | |
| Total tons of goods carried..... | '000 | 2,206 | 1,566 | 15,071 | 3,871 | 22,714 |
| Average weight carried ¹ | ton | 8.6 | 2.8 | 2.3 | 1.7 | 3.2 |
| Net ton miles: | | | | | | |
| Total net ton miles performed..... | '000 | 208,517 | 68,825 | 166,612 | 47,042 | 490,996 |
| Average net ton miles per truck | | 139,000 | 25,500 | 7,000 | 1,400 | 8,100 |
| Capacity ton miles: | | | | | | |
| Total capacity ton miles ² | '000 | 392,238 | 169,054 | 488,287 | 169,663 | 1,219,242 |
| Average capacity ton miles per truck | | 261,500 | 62,600 | 20,600 | 5,200 | 20,200 |
| Percentage of capacity utilized | | 53.2 | 40.7 | 34.1 | 27.7 | 40.3 |
| Gross ton miles: | | | | | | |
| Total gross ton miles ³ | '000 | 501,820 | 213,746 | 642,475 | 245,768 | 1,603,809 |
| Average gross ton miles per truck | | 334,500 | 79,200 | 27,100 | 7,500 | 26,500 |
| Revenue: | | | | | | |
| Total revenue | \$'000 | 14,499 | — | — | — | — |
| Revenue per ton mile | ¢ | 7.0 | — | — | — | — |
| Revenue per mile (total mileage travelled)..... | ¢ | 46.5 | — | — | — | — |
| Average revenue per truck | \$ | 9,700 | — | — | — | — |
| Estimated annual population | | 1,500 | 2,700 | 23,700 | 32,600 | 60,500 |

TABLE 6. All Trucks by Gross Vehicle Weight Group

| | 0-2½ tons 0-5,000 lb. | 2½-5 tons 5,001-10,000 lb. | 5-7½ tons 10,001-15,000 lb. | 7½-10 tons 15,001-20,000 lb. | 10-15 tons 20,001-30,000 lb. | Over 15 tons 30,001 lb. and over | Total |
|---|--------------------------|-------------------------------|--------------------------------|---------------------------------|---------------------------------|-------------------------------------|-----------|
| Mileage: | | | | | | | |
| Total mileage travelled '000 | 52,629 | 157,290 | 16,529 | 32,645 | 25,642 | 36,272 | 321,007 |
| Average yearly mileage per truck | 6,900 | 4,300 | 2,800 | 5,300 | 11,100 | 17,700 | 5,300 |
| Average distance each ton was carried | 14.7 | 21.4 | 13.5 | 12.6 | 14.9 | 33.8 | 21.6 |
| Percentage of total mileage travelled empty | 69.3 | 59.3 | 36.4 | 39.1 | 35.1 | 33.2 | 52.8 |
| Fuel: | | | | | | | |
| Total gallons of gasoline consumed '000 | 3,474 | 12,446 | 1,768 | 4,071 | 3,591 | 5,709 | 31,059 |
| Miles per gallon of gasoline | 15.1 | 12.6 | 9.3 | 8.0 | 7.1 | 4.9 | 10.1 |
| Total gallons of diesel oil consumed '000 | — | — | — | — | — | 1,473 | 1,473 |
| Miles per gallon of diesel oil | — | — | — | — | — | 5.7 | 5.7 |
| Total gallons of other fuel consumed '000 | — | — | — | — | — | — | — |
| Miles per gallon of other fuel | — | — | — | — | — | — | — |
| Weight of goods carried: | | | | | | | |
| Total tons of goods carried '000 | 233 | 2,061 | 1,367 | 5,464 | 5,468 | 8,121 | 22,714 |
| Average weight carried ¹ ton | 0.2 | 0.7 | 1.8 | 3.5 | 4.9 | 11.3 | 3.2 |
| Net ton miles: | | | | | | | |
| Total net ton miles performed '000 | 3,428 | 44,075 | 18,429 | 68,902 | 81,323 | 274,839 | 490,996 |
| Average net ton miles per truck | 500 | 1,200 | 3,200 | 11,200 | 35,200 | 134,300 | 8,100 |
| Capacity ton miles: | | | | | | | |
| Total capacity ton miles ² '000 | 41,773 | 211,254 | 56,599 | 175,769 | 185,690 | 548,157 | 1,219,242 |
| Average capacity ton miles per truck | 5,500 | 5,800 | 9,700 | 28,700 | 80,300 | 267,900 | 20,200 |
| Percentage of capacity utilized | 8.2 | 20.9 | 32.6 | 39.2 | 43.8 | 50.1 | 40.3 |
| Gross ton miles: | | | | | | | |
| Total gross ton miles ³ '000 | 90,556 | 375,746 | 76,101 | 201,580 | 202,640 | 657,186 | 1,603,809 |
| Average gross ton miles per truck | 11,900 | 10,300 | 13,100 | 32,900 | 87,600 | 321,200 | 26,500 |
| Estimated annual population | 7,594 | 36,587 | 5,829 | 6,131 | 2,313 | 2,046 | 60,500 |

¹ Net ton miles divided by miles travelled with load.² Capacity ton miles are determined by multiplying the actual number of miles travelled by the estimated capacity or the weight of the heaviest load carried, whichever is larger.³ Gross ton miles performed are determined by adding to the total ton miles performed the weight of the vehicle empty (tare) multiplied by total miles travelled.

**SECTION III. INTERPROVINCIAL AND INTERNATIONAL TRAFFIC PERFORMED BY MANITOBA REGISTERED TRUCKS
JANUARY 1- DECEMBER 31, 1960**

TABLE 7. Tons of Goods Carried by Province of Origin and Destination

| Origin and destination | For hire | | | Private intercity ¹ | | | Total ¹ | | |
|---------------------------------------|---------------|-----------------|------------|--------------------------------|-----------------|-------|--------------------|-----------------|-------|
| | Into Manitoba | Out of Manitoba | Total | Into Manitoba | Out of Manitoba | Total | Into Manitoba | Out of Manitoba | Total |
| | '000 tons | | | | | | | | |
| Newfoundland | — | — | — | | | | | | |
| Prince Edward Island | — | — | — | | | | | | |
| Nova Scotia | — | — | — | | | | | | |
| New Brunswick | — | — | — | | | | | | |
| Quebec | 18 | 19 | 37 | | | | | | |
| Ontario | 145 | 197 | 342 | | | | | | |
| Saskatchewan | 156 | 110 | 266 | | | | | | |
| Alberta | 27 | 44 | 71 | | | | | | |
| British Columbia | 10 | 5 | 15 | | | | | | |
| Yukon and Northwest Territories | — | — | — | | | | | | |
| United States | 25 | 3 | 28 | | | | | | |
| Totals | 381 | 378 | 759 | | | | | | |

TABLE 8. Selected Statistics by Commodity Group

| Commodity group | For hire | | | | | | |
|--------------------------------------|--------------------------------|---------------------------------|---------------------|------------------------|--------------------------|----------------|----------------------|
| | Weight of goods carried | Total miles travelled with load | Total net ton miles | Average weight carried | Average distance per ton | Total revenue | Revenue per ton mile |
| | '000 tons | '000 | '000 | tons | miles | \$'000 | ¢ |
| Agricultural products | 25 | 2, 119 | 33, 894 | 16. 0 | 1, 368. 5 | 350 | 1. 0 |
| Animals and animal products | 88 | 6, 016 | 83, 531 | 13. 9 | 945. 4 | 2, 083 | 2. 5 |
| Mine products ¹ | — | — | — | — | — | — | — |
| Forest products ¹ | — | — | — | — | — | — | — |
| Manufactures and miscellaneous | 437 | 21, 665 | 286, 323 | 13. 2 | 655. 6 | 12, 069 | 4. 2 |
| N.O.S. general freight | 209 | 9, 487 | 140, 323 | 14. 8 | 672. 1 | 5, 558 | 4. 0 |
| Totals | 759 | 39, 287 | 544, 071 | 13. 8 | 717. 1 | 20, 060 | 3. 7 |
| | Private intercity ¹ | | | | | | |
| | Weight of goods carried | Total miles travelled with load | Total net ton miles | Average weight carried | Average distance per ton | | |
| | '000 tons | '000 | '000 | tons | miles | | |
| Agricultural products | | | | | | | |
| Animals and animal products | | | | | | | |
| Mine products | | | | | | | |
| Forest products | | | | | | | |
| Manufactures and miscellaneous | | | | | | | |
| N.O.S. general freight | | | | | | | |
| Totals | | | | | | | |

¹ Reliable statistics not available.

APPENDIX

| Type of operation | A. Population | | | | | | | |
|-------------------|---|--|---|--|---|--|---|--------|
| | 0 - 2½ tons 0 - 5,000 lb. | 2½ - 5 tons 5,001 - 10,000 lb. | 5 - 7½ tons 10,001 - 15,000 lb. | 7½ - 10 tons 15,001 - 20,000 lb. | 10 - 15 tons 20,001 - 30,000 lb. | Over 15 tons 30,001 lb. and over | Total | |
| | Estimated Manitoba truck population in 1960 | | | | | | | |
| | For hire | 17 | 33 | 55 | 195 | 244 | 956 | 1,500 |
| | Private: | | | | | | | |
| | Intercity | — | 1,626 | 211 | 358 | 304 | 201 | 2,700 |
| | Urban | 5,138 | 12,297 | 1,448 | 2,656 | 1,307 | 854 | 23,700 |
| | Farm | 2,439 | 22,631 | 4,115 | 2,922 | 458 | 35 | 32,600 |
| | Totals | 7,594 | 36,587 | 5,829 | 6,131 | 2,313 | 2,046 | 60,500 |
| | B. Survey Response | | | | | | | |
| | | Total number of trucks selected in samples | Number of questionnaires returned completed | | Number of sampled trucks reported not in use during survey week | | Number of questionnaires not returned or returned incomplete and unusable | |
| | For hire | 794 | 435 | | 151 | | 208 | |
| Private: | | | | | | | | |
| Intercity | 496 | 281 | | 120 | | 95 | | |
| Urban | 2,641 | 1,038 | | 778 | | 825 | | |
| Farm | 1,324 | 330 | | 584 | | 410 | | |
| Totals | 5,255 | 2,084 | | 1,633 | | 1,538 | | |

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Canada. Statistics, Bureau of

MOTOR TRANSPORT TRAFFIC
PROVINCE OF MANITOBA
1961



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Motor Transport Traffic

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|---------|---|-----|
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PROVINCE OF MANITOBA
JANUARY 1 — DECEMBER 31, 1961

CHART-1 TRUCK REGISTRATIONS BY TYPE OF OPERATION

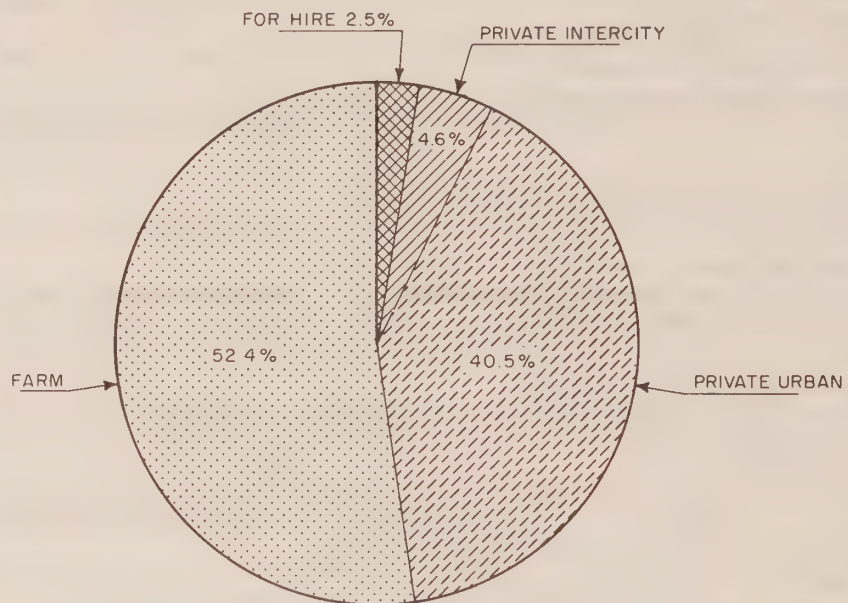
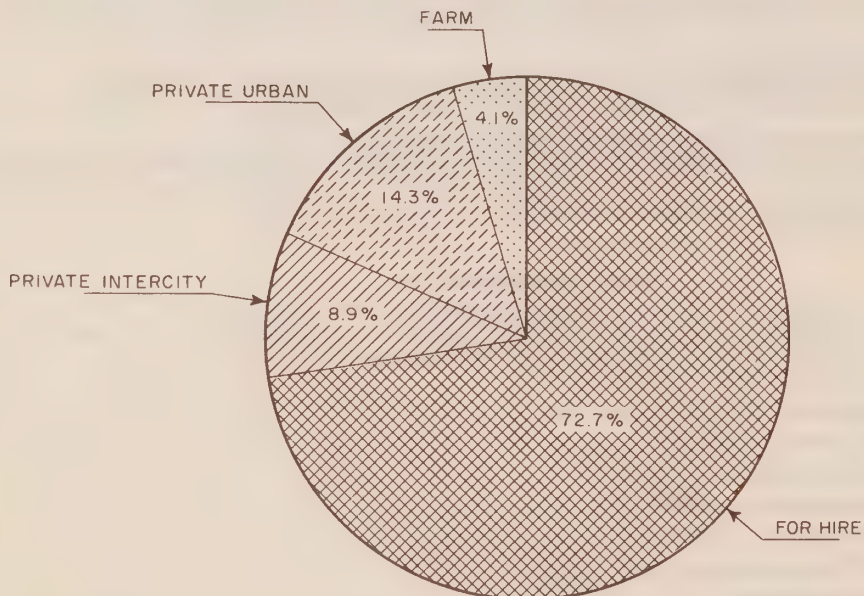


CHART-2 NET TON MILES BY TYPE OF OPERATION



INTRODUCTION

The 1961 annual report of motor transport traffic in the Province of Manitoba is based upon a sample of approximately 9 per cent of trucks registered in the province. To allow for seasonal variations in traffic and to ensure that the selected vehicles represented current registrations the sample was selected in four quarterly segments with approximately one fourth of the total selected each quarter. Each quarterly sample was spread over three survey weeks with one third of the sample being used for a seven day period, Sunday through Saturday, per month. The surveys were therefore spread over twelve weeks during the year.

All trucks registered in the province are represented except: (a) those not engaged in transportation services; and (b) military and other government-owned vehicles. Trailers as such were excluded from the sample but details of tractor-trailer combinations were obtained by including the power units or tractors in the survey.

Vehicles in the sample are stratified by type of operation and by gross vehicle weight group. The four functional categories used are: for hire, private intercity, private urban and farm. For hire vehicles are those operated for compensation or gain according to licence; private intercity vehicles are those owned and operated by firms and individuals on intercity routes to transport their own goods; private urban vehicles are those operated only within urban areas; and farm trucks are those operated by farmers primarily to transport farm produce and supplies.

In Manitoba, trucks operated on a highway for compensation are classed as Public Service Vehi-

cles and are issued with a "PSV" licence plate. Vehicles owned and operated on intercity routes by business, industry and individuals to transport their own raw materials, finished goods and merchandise are classed as commercial trucks and issued with a "CT" licence. Those operated in or within fifteen miles of any city, town or village in which the owner has his place of business are issued with a "T" or a "DC" licence. Trucks owned and operated by farmers are issued with an "FT" licence.

In this report vehicles have been classified into the four functional categories as follows:

| | |
|-------------------|-----------------------------------|
| For hire | — "PSV" licensed vehicles. |
| Private intercity | — "CT" licensed vehicles. |
| Private urban | — "T" and "DC" licensed vehicles. |
| Farm | — "FT" licensed vehicles. |

A number of urban trucks are operated for compensation but these vehicles are not included in the for hire category. As a result, the data shown throughout this report as "for hire" are understated and those for the "private urban" category are overstated by the extent of the urban for hire vehicles classified as "private urban".

Further information on the history and the organization of motor transport traffic surveys may be found in the reports entitled "Motor Transport Traffic, National Estimates", catalogue no. 53-207, for 1957 to 1960.

Expansion of Survey Results

As this survey is conducted on a sample basis the data obtained for the vehicles included in the sample have to be expanded to represent the traffic of the total truck population. The methods used in this expansion of the raw data have been continually improved. Current procedures are:

1. A truck population has to be determined. As each sample is selected quarterly the number of trucks chosen in each sample multiplied by the inverse of the sample selection ratio provides an estimated quarterly population. Prior to 1959 the data for each quarterly sample were expanded to represent the total traffic of the estimated population of the same quarter. In 1959, however, it was decided that it would be preferable to expand data for the four quarterly surveys using a constant population. This constant population would be the peak quarterly population of the previous year calculated by multiplying the sample in each quarter by the inverse of the sample selection ratios.
2. The constant population has to be broken down into gross vehicle weight groups and functions. This is already partially done as sample selec-

tions are stratified by licence and weight group. Therefore it is only necessary to multiply the sample in each weight group of each licence category by the inverse of the appropriate selection ratio to arrive at a quarterly population. The four quarterly populations by gross vehicle weight and licence category are added together and an average weight group and licence category distribution for the year is computed. This weight group and licence category distribution is applied to the constant population. Each licence category corresponds to one of the four functional categories. The above procedure was introduced in 1959. Prior to that year the distribution by function and weight group was determined for each quarter separately.

3. When the constant population has been calculated and broken down by function and gross vehicle weight group, it is necessary to allocate vehicles included in current surveys in the same manner.
4. Expansion ratios for each gross vehicle weight group of each functional category are then calculated by determining for each breakdown the number of vehicles for which completed question-

naires were received or which were not in use during the survey period and dividing this sum into the constant population.

5. As the survey results for sample vehicles relate to one week's operations the expansion ratios calculated in (4) have to be multiplied by 13 to cover the three month period.
6. The expanded data for the four quarters are added together to arrive at an annual total.

While the changes and improvements in methods of compilation mentioned above will, to some extent, influence comparisons of data between years the

effects should not be overly significant. In addition it is emphasized that since the statistics contained in this report are calculated from a sample survey they are only estimates and not actual figures.

It should be noted that in 1961 the description of commodities transported by trucks was changed to conform with the revised "Standard Commodity Classification" produced by the Dominion Bureau of Statistics. Formerly commodities were classified according to the "Railway Freight Commodity Statistics Classification". The change will enable these data to be compared more easily with other commodity data produced by the Dominion Bureau of Statistics.

Review of Survey Results

The estimated population of trucks performing transportation services in Manitoba during the year rose 5.0 per cent to 63,500 from 60,500 in 1960. Of these 1,600 or 2.5 per cent were for hire trucks; 2,900 or 4.6 per cent were private intercity vehicles; 25,700 or 40.5 per cent were private vehicles operating wholly within urban areas; and 33,300 or 52.4 per cent were farm trucks.

In the following tables blanks appear for some breakdowns of diesel fuel and other fuel by type of operation and by gross vehicle weight. In most of these instances no vehicles were chosen belonging to these classifications in any of the quarterly sample selections. However in one or two cases a few vehicles were selected but the data collected were considered too unreliable to publish. Even where no vehicles were selected it does not necessarily follow that there were no vehicles in the province belonging to these classifications.

Section I: Traffic Inside and Outside the Province

Section I contains estimates of total traffic performed both inside and outside the province by Manitoba registered trucks.

Although comprising only 2.5 per cent of Manitoba's truck population, for hire vehicles accounted for 72.7 per cent of the total net ton miles and 12.2 per cent of the total tons of goods carried during 1961. This results from the high average yearly mileage of these trucks, 52,800 miles as compared to 6,000 miles for all trucks, and from the heavy average load carried of 12.2 tons compared to 5.9 tons for all trucks. Since four fifths of the for hire vehicles have a gross vehicle weight of over 10 tons the heavier loads carried by these trucks are to be expected. The predominance of heavier vehicles

in the for hire class also explains the low estimate of miles per gallon of gasoline, 5.2 compared with 9.5 for all trucks.

It is estimated that urban operations accounted for 0.4 per cent of the total net ton miles performed by Manitoba registered for hire trucks and 7.8 per cent of the total net ton miles performed by private intercity vehicles.

Some trucks in Manitoba under 10,000 lb. gross vehicle weight are used essentially for personal transportation. Such vehicles accounted for about 10 per cent of the total mileage travelled by Manitoba registered trucks.

Section II: Traffic Within the Province

This section presents estimates of traffic performed by Manitoba registered trucks entirely inside the province and excludes the "outside the province" portion of interprovincial and international traffic as well as any traffic performed entirely outside the province. Comparing the data in Section I and Section II it will be noted that for hire vehicles accumulated 63.5 per cent and private intercity 25.6 per cent of their total net ton miles outside Manitoba.

Section III: Interprovincial and International Traffic

Interprovincial and international traffic accounted for a significant proportion of the total traffic performed by for hire vehicles, representing approximately two thirds of the total net ton miles performed and one half of the revenue earned by these vehicles. Almost one third of the total tons of goods carried in this type of traffic by Manitoba registered for hire trucks was transported to or from Ontario and over one half was moved to or from Saskatchewan.

Appendix

During the year survey questionnaires were sent to the owners or operators of 5,528 trucks. Of this number 2,202 were returned completed and 1,754

trucks were reported not used during the survey week. The remaining 1,572 were either returned incomplete and unusable or not returned at all.

**SECTION I. TRAFFIC PERFORMED BY MANITOBA REGISTERED TRUCKS INSIDE AND OUTSIDE THE PROVINCE
JANUARY 1 - DECEMBER 31, 1961**

TABLE 1. All Trucks by Type of Operation

| | | For hire | Private | | | Total |
|---|--------|-----------|-----------|---------|---------|-----------|
| | | | Intercity | Urban | Farm | |
| Mileage: | | | | | | |
| Total mileage travelled | '000 | 84,415 | 45,991 | 173,830 | 78,349 | 382,585 |
| Average yearly mileage per truck | | 52,800 | 15,900 | 6,800 | 2,400 | 6,000 |
| Average distance each ton was carried | | 290.7 | 54.7 | 11.4 | 10.6 | 48.7 |
| Percentage of total mileage travelled empty | | 19.5 | 43.4 | 58.7 | 62.3 | 49.0 |
| Fuel: | | | | | | |
| Total gallons of gasoline consumed | '000 | 7,396 | 5,120 | 16,389 | 6,243 | 35,148 |
| Miles per gallon of gasoline | | 5.2 | 8.5 | 10.6 | 12.5 | 9.5 |
| Total gallons of diesel oil consumed | '000 | 7,635 | 391 | 131 | — | 8,157 |
| Miles per gallon of diesel oil | | 6.0 | 5.8 | 3.9 | — | 5.9 |
| Total gallons of other fuel consumed | '000 | — | — | — | — | — |
| Miles per gallon of other fuel | | — | — | — | — | — |
| Weight of goods carried: | | | | | | |
| Total tons of goods carried | '000 | 2,862 | 1,866 | 14,369 | 4,406 | 23,503 |
| Average weight carried ¹ | ton | 12.2 | 3.9 | 2.3 | 1.6 | 5.9 |
| Net ton miles: | | | | | | |
| Total net ton miles performed | '000 | 831,927 | 102,005 | 163,394 | 46,708 | 1,144,034 |
| Average net ton miles per truck | | 520,000 | 35,200 | 6,400 | 1,400 | 18,000 |
| Capacity ton miles: | | | | | | |
| Total capacity ton miles ² | '000 | 1,267,419 | 252,464 | 472,886 | 162,506 | 2,155,275 |
| Average capacity ton miles per truck | | 792,100 | 87,100 | 18,400 | 4,900 | 33,900 |
| Percentage of capacity utilized | | 65.6 | 40.4 | 34.6 | 28.7 | 53.1 |
| Gross ton miles: | | | | | | |
| Total gross ton miles ³ | '000 | 1,842,075 | 307,592 | 643,893 | 235,354 | 3,028,914 |
| Average gross ton miles per truck | | 1,151,300 | 106,100 | 25,100 | 7,100 | 47,700 |
| Revenue: | | | | | | |
| Total revenue | \$'000 | 39,392 | — | — | — | — |
| Revenue per ton mile | c | 4.7 | — | — | — | — |
| Revenue per mile (total mileage travelled) | c | 46.7 | — | — | — | — |
| Average revenue per truck | \$ | 24,600 | — | — | — | — |
| Estimated annual population | | 1,600 | 2,900 | 25,700 | 33,300 | 63,500 |

TABLE 2. All Trucks by Gross Vehicle Weight Group

| | 0-2½ tons 0-5,000 lb. | 2½-5 tons 5,001-10,000 lb. | 5-7½ tons 10,001-15,000 lb. | 7½-10 tons 15,001-20,000 lb. | 10-15 tons 20,001-30,000 lb. | Over 15 tons 30,001 lb. and over | Total |
|---|-----------------------------|----------------------------------|-----------------------------------|------------------------------------|------------------------------------|--|-----------|
| Mileage: | | | | | | | |
| Total mileage travelled | '000 | 42,926 | 173,373 | 19,265 | 27,448 | 25,023 | 382,585 |
| Average yearly mileage per truck | | 5,800 | 4,500 | 3,300 | 4,300 | 10,300 | 6,000 |
| Average distance each ton was carried | | 14.4 | 18.1 | 18.0 | 14.9 | 16.3 | 48.7 |
| Percentage of total mileage travelled empty | | 68.5 | 62.8 | 36.6 | 35.9 | 32.4 | 49.0 |
| Fuel: | | | | | | | |
| Total gallons of gasoline consumed | '000 | 2,643 | 13,555 | 2,111 | 3,444 | 3,557 | 35,148 |
| Miles per gallon of gasoline | | 16.2 | 12.8 | 9.1 | 8.0 | 7.0 | 9.5 |
| Total gallons of diesel oil consumed | '000 | — | — | — | — | — | 8,157 |
| Miles per gallon of diesel oil | | — | — | — | — | — | 5.9 |
| Total gallons of other fuel consumed | '000 | — | — | — | — | — | — |
| Miles per gallon of other fuel | | — | — | — | — | — | — |
| Weight of goods carried: | | | | | | | |
| Total tons of goods carried | '000 | 99 | 2,379 | 1,394 | 3,986 | 4,919 | 23,503 |
| Average weight carried ¹ | ton | 0.1 | 0.7 | 2.1 | 3.4 | 4.7 | 5.9 |
| Net ton miles: | | | | | | | |
| Total net ton miles performed | '000 | 1,422 | 43,112 | 25,135 | 59,234 | 80,169 | 1,144,034 |
| Average net ton miles per truck | | 200 | 1,100 | 4,300 | 9,300 | 33,000 | 18,000 |
| Capacity ton miles: | | | | | | | |
| Total capacity ton miles ² | '000 | 36,201 | 219,800 | 68,792 | 143,375 | 183,763 | 2,155,275 |
| Average capacity ton miles per truck | | 4,900 | 5,700 | 11,600 | 22,500 | 75,700 | 33,900 |
| Percentage of capacity utilized | | 3.9 | 19.6 | 36.5 | 41.3 | 43.6 | 53.1 |
| Gross ton miles: | | | | | | | |
| Total gross ton miles ³ | '000 | 70,647 | 405,669 | 91,924 | 170,040 | 198,270 | 3,028,914 |
| Average gross ton miles per truck | | 9,500 | 10,500 | 15,600 | 26,700 | 81,700 | 47,700 |
| Estimated annual population | | 7,412 | 38,813 | 5,910 | 6,379 | 2,427 | 63,500 |

See footnotes at end of Table 6, page 9.

TABLE 3. Selected Statistics by Gross Vehicle Weight Group

| Gross vehicle weight | For hire | | | | | | |
|----------------------------|-------------------------|---------------------------------|---------------------|------------------------|--------------------------|---------------|----------------------|
| | Weight of goods carried | Total miles travelled with load | Total net ton miles | Average weight carried | Average distance per ton | Total revenue | Revenue per ton mile |
| | '000 tons | '000 | '000 | tons | miles | \$'000 | ¢ |
| 20,000 lb. and under | 153 | 3,075 | 10,241 | 3.3 | 66.8 | 1,822 | 17.8 |
| 20,001-30,000 lb. | 313 | 5,531 | 22,805 | 4.1 | 73.0 | 2,529 | 11.1 |
| 30,001-50,000 lb. | 437 | 12,116 | 94,400 | 7.8 | 215.6 | 7,293 | 7.7 |
| 50,001 lb. and over | 1,959 | 47,195 | 704,481 | 14.9 | 360.0 | 27,748 | 3.9 |
| Totals | 2,862 | 67,917 | 831,927 | 12.2 | 290.7 | 39,392 | 4.7 |
| | Private intercity | | | | | | |
| | Weight of goods carried | Total miles travelled with load | Total net ton miles | Average weight carried | Average distance per ton | | |
| | '000 tons | '000 | '000 | tons | miles | | |
| 10,000 lb. and under | 178 | 9,769 | 5,813 | 0.6 | | | 32.7 |
| 10,001-20,000 lb. | 389 | 6,659 | 15,788 | 2.4 | | | 40.7 |
| 20,001-30,000 lb. | 542 | 4,501 | 20,667 | 4.6 | | | 38.1 |
| 30,001 lb. and over | 757 | 5,108 | 59,737 | 11.7 | | | 78.8 |
| Totals | 1,866 | 26,037 | 102,005 | 3.9 | | | 54.7 |

TABLE 4. Selected Statistics by Commodity Group

| Commodity group | For hire | | | | | | |
|---|-------------------------|---------------------------------|---------------------|------------------------|--------------------------|---------------|----------------------|
| | Weight of goods carried | Total miles travelled with load | Total net ton miles | Average weight carried | Average distance per ton | Total revenue | Revenue per ton mile |
| | '000 tons | '000 | '000 | tons | miles | \$'000 | ¢ |
| Live animals | 286 | 6,898 | 58,265 | 8.4 | 203.9 | 3,241 | 5.6 |
| Food, feed, beverages and tobacco | 357 | 11,702 | 138,595 | 11.8 | 388.3 | 4,782 | 3.5 |
| Crude materials, inedible | 199 | 2,881 | 42,523 | 14.8 | 213.4 | 1,326 | 3.1 |
| Fabricated materials, inedible | 839 | 8,165 | 149,602 | 18.3 | 178.3 | 5,678 | 3.8 |
| End products, inedible | 254 | 12,955 | 134,330 | 10.4 | 529.0 | 7,777 | 5.8 |
| General freight | 927 | 25,316 | 308,612 | 12.2 | 332.8 | 16,588 | 5.4 |
| Totals | 2,862 | 67,917 | 831,927 | 12.2 | 290.7 | 39,392 | 4.7 |
| | Private intercity | | | | | | |
| | Weight of goods carried | Total miles travelled with load | Total net ton miles | Average weight carried | Average distance per ton | | |
| | '000 tons | '000 | '000 | tons | miles | | |
| Live animals | 34 | 1,145 | 6,670 | 5.8 | | | 195.3 |
| Food, feed, beverages and tobacco | 560 | 12,471 | 48,731 | 3.9 | | | 87.0 |
| Crude materials, inedible | — | — | — | — | | | — |
| Fabricated materials, inedible | 715 | 4,507 | 25,284 | 5.6 | | | 35.4 |
| End products, inedible | 225 | 5,918 | 13,396 | 2.3 | | | 59.6 |
| General freight | 332 | 1,996 | 7,924 | 4.0 | | | 23.9 |
| Totals | 1,866 | 26,037 | 102,005 | 3.9 | | | 54.7 |

**SECTION II. TRAFFIC PERFORMED BY MANITOBA REGISTERED TRUCKS WITHIN THE PROVINCE
JANUARY 1-DECEMBER 31, 1961**

TABLE 5. All Trucks by Type of Operation

| | | For hire | Private | | | Total |
|---|--------|----------|-----------|---------|---------|-----------|
| | | | Intercity | Urban | Farm | |
| Mileage: | | | | | | |
| Total mileage travelled | '000 | 39,657 | 42,072 | 173,830 | 78,349 | 333,908 |
| Average yearly mileage per truck | | 24,800 | 14,500 | 6,800 | 2,400 | 5,300 |
| Average distance each ton was carried | | 114.2 | 42.2 | 11.4 | 10.6 | 25.4 |
| Percentage of total mileage travelled empty | | 21.9 | 43.7 | 58.7 | 62.3 | 53.3 |
| Fuel: | | | | | | |
| Total gallons of gasoline consumed | '000 | 4,967 | 4,655 | 16,389 | 6,243 | 32,254 |
| Miles per gallon of gasoline | | 5.4 | 8.9 | 10.6 | 12.5 | 9.9 |
| Total gallons of diesel oil consumed | '000 | 2,161 | 136 | 131 | — | 2,428 |
| Miles per gallon of diesel oil | | 6.0 | 5.6 | 3.9 | — | 5.8 |
| Total gallons of other fuel consumed | '000 | — | — | — | — | — |
| Miles per gallon of other fuel | | — | — | — | — | — |
| Weight of goods carried: | | | | | | |
| Total tons of goods carried | '000 | 2,661 | 1,798 | 14,369 | 4,406 | 23,234 |
| Average weight carried ¹ | ton | 9.8 | 3.2 | 2.3 | 1.6 | 3.8 |
| Net ton miles: | | | | | | |
| Total net ton miles performed | '000 | 303,979 | 75,873 | 163,394 | 46,708 | 589,954 |
| Average net ton miles per truck | | 190,000 | 26,200 | 6,400 | 1,400 | 9,300 |
| Capacity ton miles: | | | | | | |
| Total capacity ton miles ² | '000 | 534,087 | 198,055 | 472,886 | 162,506 | 1,367,534 |
| Average capacity ton miles per truck | | 333,800 | 68,300 | 18,400 | 4,900 | 21,500 |
| Percentage of capacity utilized | | 56.9 | 38.3 | 34.6 | 28.7 | 43.1 |
| Gross ton miles: | | | | | | |
| Total gross ton miles ³ | '000 | 699,694 | 242,799 | 643,893 | 235,354 | 1,821,740 |
| Average gross ton miles per truck | | 437,300 | 83,700 | 25,100 | 7,100 | 28,700 |
| Revenue: | | | | | | |
| Total revenue | \$'000 | 20,850 | — | — | — | — |
| Revenue per ton mile | ¢ | 6.9 | — | — | — | — |
| Revenue per mile (total mileage travelled) | ¢ | 52.6 | — | — | — | — |
| Average revenue per truck | \$ | 13,000 | — | — | — | — |
| Estimated annual population | | 1,600 | 2,900 | 25,700 | 33,300 | 63,500 |

TABLE 6. All Trucks by Gross Vehicle Weight Group

| | 0-2½ tons 0-5,000 lb. | 2½-5 tons 5,001-10,000 lb. | 5-7½ tons 10,001-15,000 lb. | 7½-10 tons 15,001-20,000 lb. | 10-15 tons 20,001-30,000 lb. | Over 15 tons 30,001 lb. and over | Total |
|---|-----------------------------|----------------------------------|-----------------------------------|------------------------------------|------------------------------------|--|-----------|
| Mileage: | | | | | | | |
| Total mileage travelled | '000 | 42,926 | 173,373 | 19,226 | 27,196 | 24,194 | 333,908 |
| Average yearly mileage per truck | | 5,800 | 4,500 | 3,300 | 4,300 | 10,000 | 5,300 |
| Average distance each ton was carried | | 14.4 | 18.1 | 18.0 | 14.8 | 15.7 | 25.4 |
| Percentage of total mileage travelled empty | | 68.5 | 62.8 | 36.6 | 35.9 | 32.4 | 53.3 |
| Fuel: | | | | | | | |
| Total gallons of gasoline consumed | '000 | 2,643 | 13,555 | 2,106 | 3,414 | 3,435 | 32,254 |
| Miles per gallon of gasoline | | 16.2 | 12.8 | 9.1 | 8.0 | 7.0 | 9.9 |
| Total gallons of diesel oil consumed | '000 | — | — | — | — | — | 2,428 |
| Miles per gallon of diesel oil | | — | — | — | — | — | 5.8 |
| Total gallons of other fuel consumed | '000 | — | — | — | — | — | — |
| Miles per gallon of other fuel | | — | — | — | — | — | — |
| Weight of goods carried: | | | | | | | |
| Total tons of goods carried | '000 | 99 | 2,379 | 1,394 | 3,984 | 4,906 | 23,234 |
| Average weight carried ¹ | ton | 0.1 | 0.7 | 2.1 | 3.4 | 4.7 | 3.8 |
| Net ton miles: | | | | | | | |
| Total net ton miles performed | '000 | 1,422 | 43,112 | 25,126 | 58,983 | 77,227 | 589,954 |
| Average net ton miles per truck | | 200 | 1,100 | 4,300 | 9,200 | 31,800 | 9,300 |
| Capacity ton miles: | | | | | | | |
| Total capacity ton miles ² | '000 | 36,201 | 219,800 | 68,670 | 142,185 | 177,148 | 1,367,534 |
| Average capacity ton miles per truck | | 4,900 | 5,700 | 11,600 | 22,300 | 73,000 | 21,500 |
| Percentage of capacity utilized | | 3.9 | 19.6 | 36.6 | 41.5 | 43.6 | 43.1 |
| Gross ton miles: | | | | | | | |
| Total gross ton miles ³ | '000 | 70,647 | 405,669 | 91,786 | 168,796 | 191,363 | 1,821,740 |
| Average gross ton miles per truck | | 9,500 | 10,500 | 15,500 | 26,500 | 78,800 | 28,700 |
| Estimated annual population | | 7,412 | 38,813 | 5,910 | 6,379 | 2,427 | 63,500 |

¹ Net ton miles divided by miles travelled with load.² Capacity ton miles are determined by multiplying the actual number of miles travelled by the estimated capacity or the weight of the heaviest load carried, whichever is larger.³ Gross ton miles performed are determined by adding to the total ton miles performed the weight of the vehicle empty (tare) multiplied by total miles travelled.

**SECTION III. INTERPROVINCIAL AND INTERNATIONAL TRAFFIC PERFORMED BY MANITOBA REGISTERED TRUCKS
JANUARY 1-DECEMBER 31, 1961**

TABLE 7. Tons of Goods Carried by Province of Origin and Destination

| Origin and destination | For hire | | | Private intercity ¹ | | | Total ¹ | | |
|---------------------------------------|---------------|-----------------|------------|--------------------------------|-----------------|-------|--------------------|-----------------|-------|
| | Into Manitoba | Out of Manitoba | Total | Into Manitoba | Out of Manitoba | Total | Into Manitoba | Out of Manitoba | Total |
| | '000 tons | | | | | | | | |
| Newfoundland | — | — | — | | | | | | |
| Prince Edward Island | — | — | — | | | | | | |
| Nova Scotia | — | — | — | | | | | | |
| New Brunswick | — | — | — | | | | | | |
| Quebec | 9 | 7 | 16 | | | | | | |
| Ontario | 112 | 168 | 280 | | | | | | |
| Saskatchewan | 282 | 161 | 443 | | | | | | |
| Alberta | 39 | 61 | 100 | | | | | | |
| British Columbia | 6 | 7 | 13 | | | | | | |
| Yukon and Northwest Territories | — | — | — | | | | | | |
| United States | 15 | 3 | 18 | | | | | | |
| Totals | 463 | 407 | 870 | | | | | | |

TABLE 8. Selected Statistics by Commodity Group

| Commodity group | For hire | | | | | | |
|---|--------------------------------|---------------------------------|---------------------|------------------------|--------------------------|---------------|----------------------|
| | Weight of goods carried | Total miles travelled with load | Total net ton miles | Average weight carried | Average distance per ton | Total revenue | Revenue per ton mile |
| | '000 tons | '000 | '000 | tons | miles | \$'000 | ¢ |
| Live animals | 78 | 2,290 | 25,655 | 11.2 | 328.5 | 693 | 2.7 |
| Food, feed, beverages and tobacco | 103 | 7,680 | 108,251 | 14.1 | 1,053.6 | 2,550 | 2.4 |
| Crude materials, inedible | 38 | 1,803 | 27,436 | 15.2 | 723.6 | 518 | 1.9 |
| Fabricated materials, inedible | 213 | 4,176 | 74,991 | 18.0 | 352.1 | 2,431 | 3.2 |
| End products, inedible | 88 | 8,449 | 85,430 | 10.1 | 973.9 | 5,041 | 5.9 |
| General freight | 350 | 14,467 | 213,742 | 14.8 | 609.9 | 8,279 | 3.9 |
| Totals | 870 | 38,865 | 535,505 | 13.8 | 615.6 | 19,512 | 3.6 |
| | Private intercity ¹ | | | | | | |
| | Weight of goods carried | Total miles travelled with load | Total net ton miles | Average weight carried | Average distance per ton | | |
| | '000 tons | '000 | '000 | tons | miles | | |
| Live animals | | | | | | | |
| Food, feed, beverages and tobacco | | | | | | | |
| Crude materials, inedible | | | | | | | |
| Fabricated materials, inedible | | | | | | | |
| End products, inedible | | | | | | | |
| General freight | | | | | | | |
| Totals | | | | | | | |

¹Reliable statistics not available.

APPENDIX

| Type of operation | A. Population | | | | | | |
|-------------------|--|----------------------------------|---|------------------------------------|---|--|---|
| | 0-2½ tons 0-5,000 lb. | 2½-5 tons 5,001-10,000 lb. | 5-7½ tons 10,001-15,000 lb. | 7½-10 tons 15,001-20,000 lb. | 10-15 tons 20,001-30,000 lb. | Over 15 tons 30,001 lb. and over | Total |
| | Estimated Manitoba truck population in 1961 | | | | | | |
| For hire | — | — | 49 | 226 | 245 | 1,080 | 1,600 |
| Private: | | | | | | | |
| Intercity | — | 1,665 | 249 | 352 | 336 | 298 | 2,900 |
| Urban | 5,158 | 14,022 | 1,439 | 2,713 | 1,268 | 1,100 | 25,700 |
| Farm | 2,254 | 23,126 | 4,173 | 3,088 | 578 | 81 | 33,300 |
| Totals | 7,412 | 38,813 | 5,910 | 6,379 | 2,427 | 2,559 | 63,500 |
| | B. Survey Response | | | | | | |
| | Total number of trucks selected in samples | | Number of questionnaires returned completed | | Number of sampled trucks reported not in use during survey week | | Number of questionnaires not returned or returned incomplete and unusable |
| For hire | 778 | | 431 | | 140 | | 207 |
| Private: | | | | | | | |
| Intercity | 577 | | 352 | | 114 | | 111 |
| Urban | 2,774 | | 1,067 | | 842 | | 865 |
| Farm | 1,399 | | 352 | | 658 | | 389 |
| Totals | 5,528 | | 2,202 | | 1,754 | | 1,572 |

CATALOGUE No.

53-211

ANNUAL



CANADA

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///

MOTOR TRANSPORT TRAFFIC
PROVINCE OF MANITOBA
1962



Published by Authority of
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Public Finance and Transportation Division
Transportation Section

February 1964
8504-547

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dealing with

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| 53-003 | Urban Transit—Bil. monthly (approx. 4 pp.) Number of companies, passengers carried, vehicle miles run, fuel consumed, and revenue by electric car, trolley coach and motor bus, by province (\$1 a year) | .10 |
| 53-004 | Motor Transport Traffic: National Estimates—quarterly (approx. 12 pp.) Mileage, ton miles and weight of goods carried by commodity for for-hire and private intercity carriers (\$2 a year) | .50 |
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| 53-206 | Motor Vehicle Traffic Accidents (approx. 71 pp.) Number of accidents, persons killed and injured, property damage, time, place, road conditions, etc., by province | 1.00 |
| 53-215 | Passenger Bus Statistics (approx. 14 pp.) Number of companies, investment, operating revenues and expenses, employees, salaries and wages, equipment, traffic and accidents, by province | .50 |
| 53-216 | Urban Transit (approx. 20 pp.) Investment, revenues, expenses, passengers carried, vehicle miles run, fuel consumed, by electric car, trolley coach and motor bus; equipment, accidents, employees, salaries and wages by province | .50 |
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| 53-218 | The Motor Vehicle: Part II—Motive Fuel Sales (approx. 10 pp.) Gross and net sales of gasoline and net sales of diesel oil | .50 |
| 53-219 | The Motor Vehicle: Part III—Registrations (approx. 14 pp.) Registrations by type of vehicle, by provinces and municipalities | .50 |
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| 53-223 | Motor Carriers—Freight (Common and Contract)—Part II Classes 3 and 4 (approx. 16 pp.) See above for description | .50 |
| Motor Transport Traffic | | |
| Each of the following series of eight annual reports provides statistics on mileage, fuel consumption, truck capacity, goods carried, ton miles, revenues and number of trucks by type of oper- ation and gross vehicle weight group. | | |
| 53-207 | Motor Transport Traffic: National Estimates (approx. 30 pp.) | .50 |
| 53-208 | Motor Transport Traffic: Atlantic Provinces (approx. 18 pp.) | .50 |
| 53-209 | Motor Transport Traffic: Quebec (approx. 12 pp.) | .50 |
| 53-209F | Transport routiers de marchandises: Québec (approx. 12 pp.) | .50 |
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| 53-211 | Motor Transport Traffic: Manitoba (approx. 13 pp.) | .50 |
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PROVINCE OF MANITOBA
JANUARY 1-DECEMBER 31, 1962

CHART-1

TRUCK REGISTRATIONS BY TYPE OF OPERATION

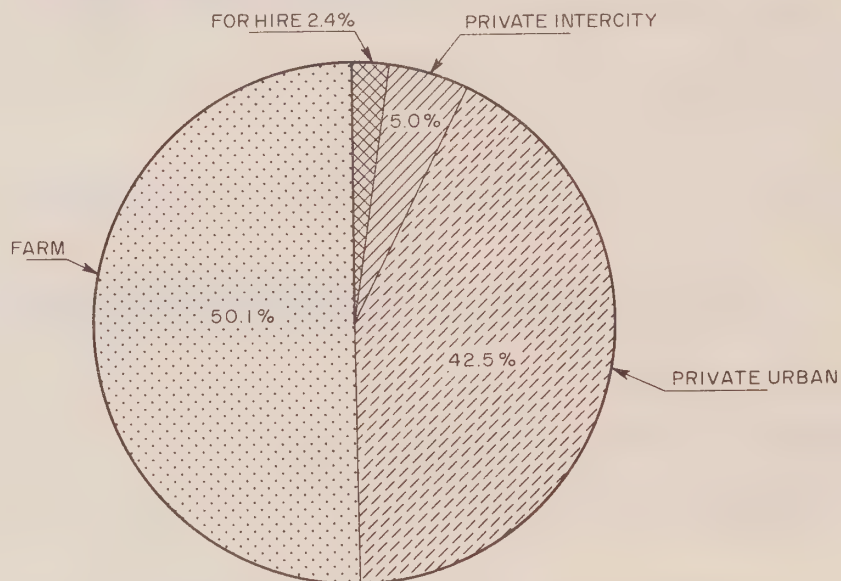
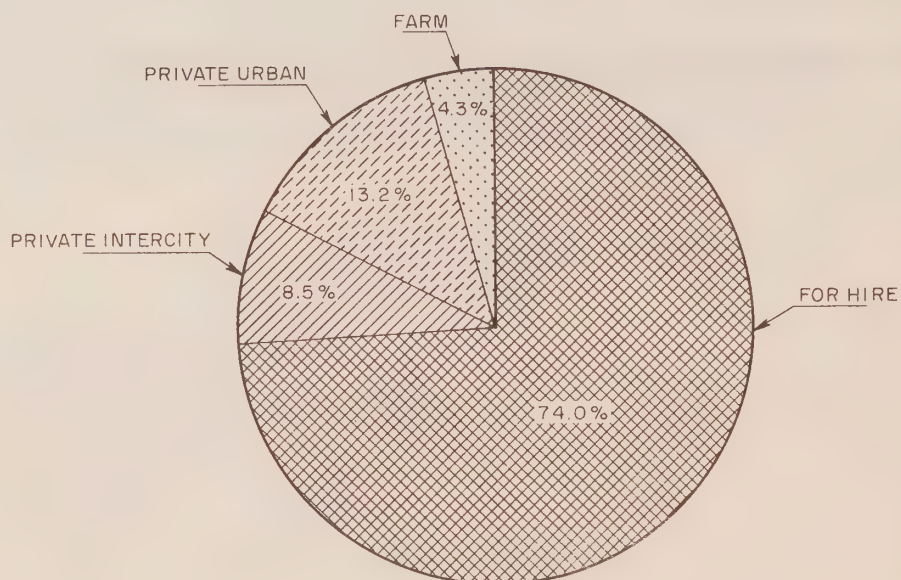


CHART-2

NET TON MILES BY TYPE OF OPERATION



INTRODUCTION

The 1962 annual report of motor transport traffic in the Province of Manitoba is based upon a sample of approximately 8 per cent of trucks registered in the province. To allow for seasonal variations in traffic and to ensure that the selected vehicles represented current registrations the sample was selected in four quarterly segments with approximately one fourth of the total selected each quarter. Each quarterly sample was spread over three survey weeks with one third of the sample being used for a seven day period, Sunday through Saturday, per month. The surveys were therefore spread over twelve weeks during the year.

All trucks registered in the province are represented except: (a) those not engaged in transportation services; and (b) military and other government-owned vehicles. Trailers as such were excluded from the sample but details of tractor-trailer combinations were obtained by including the power units or tractors in the survey.

Vehicles in the sample are stratified by type of operation and by gross vehicle weight group. The four functional categories used are: for hire, private intercity, private urban and farm. For hire vehicles are those operated for compensation or gain according to licence; private intercity vehicles are those owned and operated by firms and individuals on intercity routes to transport their own goods; private urban vehicles are those operated only within urban areas; and farm trucks are those operated by farmers primarily to transport farm produce and supplies.

In Manitoba, trucks operated on a highway for compensation are classed as Public Service Vehi-

cles and are issued with a "PSV" licence plate. Vehicles owned and operated on intercity routes by business, industry and individuals to transport their own raw materials, finished goods and merchandise are classed as commercial trucks and issued with a "CT" licence. Those operated in or within fifteen miles of any city, town or village in which the owner has his place of business are issued with a "T" or a "DC" licence. Trucks owned and operated by farmers are issued with an "FT" licence.

In this report vehicles have been classified into the four functional categories as follows:

| | |
|-------------------|-----------------------------------|
| For hire | — "PSV" licensed vehicles. |
| Private intercity | — "CT" licensed vehicles. |
| Private urban | — "T" and "DC" licensed vehicles. |
| Farm | — "FT" licensed vehicles. |

A number of urban trucks are operated for compensation but these vehicles are not included in the for hire category. As a result, the data shown throughout this report as "for hire" are understated and those for the "private urban" category are overstated by the extent of the urban for hire vehicles classified as "private urban".

Further information on the history and the organization of motor transport traffic surveys may be found in the reports entitled "Motor Transport Traffic, National Estimates", catalogue no. 53-207, for 1957 to 1961.

Expansion of Survey Results

As this survey is conducted on a sample basis the data obtained for the vehicles included in the sample have to be expanded to represent the traffic of the total truck population. The methods used in this expansion of the raw data have been continually improved. Current procedures are:

1. A truck population has to be determined. As each sample is selected quarterly the number of trucks chosen in each sample multiplied by the inverse of the sample selection ratio provides an estimated quarterly population. Prior to 1959 the data for each quarterly sample were expanded to represent the total traffic of the estimated population of the same quarter. In 1959, however, it was decided that it would be preferable to expand data for the four quarterly surveys using a constant population. This constant population would be the peak quarterly population of the previous year calculated by multiplying the sample in each quarter by the inverse of the sample selection ratios.
2. The constant population has to be broken down into gross vehicle weight groups and functions. This is already partially done as sample selec-

tions are stratified by licence and weight group. Therefore it is only necessary to multiply the sample in each weight group of each licence category by the inverse of the appropriate selection ratio to arrive at a quarterly population. The four quarterly populations by gross vehicle weight and licence category are added together and an average weight group and licence category distribution for the year is computed. This weight group and licence category distribution is applied to the constant population. Each licence category corresponds to one of the four functional categories. The above procedure was introduced in 1959. Prior to that year the distribution by function and weight group was determined for each quarter separately.

3. When the constant population has been calculated and broken down by function and gross vehicle weight group, it is necessary to allocate vehicles included in current surveys in the same manner.
4. Expansion ratios for each gross vehicle weight group of each functional category are then calculated by determining for each breakdown the number of vehicles for which completed question-

naires were received or which were not in use during the survey period and dividing this sum into the constant population.

5. As the survey results for sample vehicles relate to one week's operations the expansion ratios calculated in (4) have to be multiplied by 13 to cover the three month period.
6. The expanded data for the four quarters are added together to arrive at an annual total.

While the changes and improvements in methods of compilation mentioned above will, to some extent, influence comparisons of data between years the

effects should not be overly significant. In addition it is emphasized that since the statistics contained in this report are calculated from a sample survey they are only estimates and not actual figures.

It should be noted that in 1961 the description of commodities transported by trucks was changed to conform with the revised "Standard Commodity Classification" produced by the Dominion Bureau of Statistics. Formerly commodities were classified according to the "Railway Freight Commodity Statistics Classification". The change will enable these data to be compared more easily with other commodity data produced by the Dominion Bureau of Statistics.

Review of Survey Results

The estimated population of trucks performing transportation services in Manitoba during the year rose 6.0 per cent to 67,300 from 63,500 in 1961. Of these 1,600 or 2.4 per cent were for hire trucks; 3,400 or 5.0 per cent were private intercity vehicles; 28,600 or 42.5 per cent were private vehicles operating wholly within urban areas; and 33,700 or 50.1 per cent were farm trucks.

In the following tables blanks appear for some breakdowns of diesel fuel and other fuel by type of operation and by gross vehicle weight. In most of these instances no vehicles were chosen belonging to these classifications in any of the quarterly sample selections. However in one or two cases a few vehicles were selected but the data collected were considered too unreliable to publish. Even where no vehicles were selected it does not necessarily follow that there were no vehicles in the province belonging to these classifications.

Section I: Traffic Inside and Outside the Province

Section I contains estimates of total traffic performed both inside and outside the province by Manitoba registered trucks.

Although comprising only 2.4 per cent of Manitoba's truck population, for hire vehicles accounted for 74.0 per cent of the total net ton miles and 11.3 per cent of the total tons of goods carried during 1962. This results from the high average yearly mileage of these trucks, 58,000 miles as compared to 5,900 miles for all trucks, and from the heavy average load carried of 13.3 tons compared to 6.2 tons for all trucks. Since four fifths of the for hire vehicles have a gross vehicle weight of over 10 tons the heavier loads carried by these trucks are to be expected. The predominance of heavier

vehicles in the for hire class also explains the low estimate of miles per gallon of gasoline, 5.4 compared with 9.3 for all trucks.

It is estimated that urban operations accounted for 0.4 per cent of the total net ton miles performed by Manitoba registered for hire trucks and 15.0 per cent of the total net ton miles performed by private intercity vehicles.

Some trucks in Manitoba under 10,000 lb. gross vehicle weight are used essentially for personal transportation. Such vehicles accounted for about 11 per cent of the total mileage travelled by Manitoba registered trucks.

Section II: Traffic Within the Province

This section presents estimates of traffic performed by Manitoba registered trucks entirely inside the province and excludes the "outside the province" portion of interprovincial and international traffic as well as any traffic performed entirely outside the province. Comparing the data in Section I and Section II it will be noted that for hire vehicles accumulated 69.0 per cent and private intercity 30.7 per cent of their total net ton miles outside Manitoba.

Section III: Interprovincial and International Traffic

Interprovincial and international traffic accounted for a significant proportion of the total traffic performed by for hire vehicles, representing approximately three quarters of the total net ton miles performed and over one half of the revenue earned by these vehicles. Over one third of the total tons of goods carried in this type of traffic by Manitoba registered for hire trucks was transported to or from Ontario and almost one half was moved to or from Saskatchewan.

Appendix

During the year survey questionnaires were sent to the owners or operators of 5,682 trucks. Of this number 2,212 were returned completed and 1,673

trucks were reported not used during the survey week. The remaining 1,797 were either returned incomplete and unusable or not returned at all.

**SECTION I. TRAFFIC PERFORMED BY MANITOBA REGISTERED TRUCKS INSIDE AND OUTSIDE THE PROVINCE
JANUARY 1 - DECEMBER 31, 1962**

TABLE 1. All Trucks by Type of Operation

| | | For hire | Private | | | Total |
|---|--------|-----------|-----------|---------|---------|-----------|
| | | | Intercity | Urban | Farm | |
| Mileage: | | | | | | |
| Total mileage travelled | '000 | 92,813 | 40,820 | 184,385 | 79,694 | 397,711 |
| Average yearly mileage per truck | | 58,000 | 12,000 | 6,400 | 2,400 | 5,900 |
| Average distance each ton was carried | | 348.4 | 59.0 | 10.1 | 19.2 | 53.0 |
| Percentage of total mileage travelled empty | | 19.2 | 37.4 | 55.8 | 54.0 | 45.0 |
| Fuel: | | | | | | |
| Total gallons of gasoline consumed | '000 | 6,723 | 4,794 | 18,156 | 6,626 | 36,299 |
| Miles per gallon of gasoline | | 5.4 | 7.9 | 10.1 | 12.0 | 9.3 |
| Total gallons of diesel oil consumed | '000 | 8,971 | 461 | 200 | — | 9,632 |
| Miles per gallon of diesel oil | | 6.3 | 5.9 | 7.2 | — | 6.3 |
| Total gallons of other fuel consumed | | — | — | — | — | — |
| Miles per gallon of other fuel | | — | — | — | — | — |
| Weight of goods carried: | | | | | | |
| Total tons of goods carried | '000 | 2,875 | 1,938 | 17,689 | 3,038 | 25,540 |
| Average weight carried ¹ | ton | 13.3 | 4.5 | 2.2 | 1.6 | 6.2 |
| Net ton miles: | | | | | | |
| Total net ton miles performed | '000 | 1,001,698 | 114,257 | 178,893 | 58,297 | 1,353,145 |
| Average net ton miles per truck | | 626,100 | 33,600 | 6,300 | 1,700 | 20,100 |
| Capacity ton miles: | | | | | | |
| Total capacity ton miles ² | '000 | 1,503,513 | 256,355 | 580,017 | 167,135 | 2,507,020 |
| Average capacity ton miles per truck | | 939,700 | 75,400 | 20,300 | 5,000 | 37,300 |
| Percentage of capacity utilized | | 66.6 | 44.6 | 30.8 | 34.9 | 54.0 |
| Gross ton miles: | | | | | | |
| Total gross ton miles ³ | '000 | 2,176,434 | 316,831 | 730,507 | 251,415 | 3,475,187 |
| Average gross ton miles per truck | | 1,360,300 | 93,200 | 25,500 | 7,300 | 51,600 |
| Revenue: | | | | | | |
| Total revenue | \$'000 | 42,051 | — | — | — | — |
| Revenue per ton mile | ¢ | 4.2 | — | — | — | — |
| Revenue per mile (total mileage travelled) | ¢ | 45.3 | — | — | — | — |
| Average revenue per truck | \$ | 26,300 | — | — | — | — |
| Estimated annual population | | 1,600 | 3,400 | 28,600 | 33,700 | 67,300 |

TABLE 2. All Trucks by Gross Vehicle Weight Group

| | 0-2½ tons 0-5,000 lb. | 2½-5 tons 5,001-10,000 lb. | 5-7½ tons 10,001-15,000 lb. | 7½-10 tons 15,001-20,000 lb. | 10-15 tons 20,001-30,000 lb. | Over 15 tons 30,001 lb. and over | Total |
|---|-----------------------------|----------------------------------|-----------------------------------|------------------------------------|------------------------------------|--|-----------|
| Mileage: | | | | | | | |
| Total mileage travelled | '000 | 38,669 | 173,204 | 19,804 | 32,511 | 25,729 | 397,712 |
| Average yearly mileage per truck | | 5,200 | 4,200 | 3,300 | 4,900 | 9,300 | 5,900 |
| Average distance each ton was carried | | 19.6 | 20.2 | 17.8 | 14.6 | 16.0 | 53.0 |
| Percentage of total mileage travelled empty | | 58.8 | 60.1 | 33.5 | 30.3 | 34.4 | 45.0 |
| Fuel: | | | | | | | |
| Total gallons of gasoline consumed | '000 | 2,609 | 13,975 | 2,181 | 4,180 | 3,660 | 36,299 |
| Miles per gallon of gasoline | | 14.8 | 12.4 | 9.1 | 7.8 | 7.0 | 9.3 |
| Total gallons of diesel oil consumed | '000 | — | — | — | — | — | 9,632 |
| Miles per gallon of diesel oil | | — | — | — | — | — | 6.3 |
| Total gallons of other fuel consumed | | — | — | — | — | — | — |
| Miles per gallon of other fuel | | — | — | — | — | — | — |
| Weight of goods carried: | | | | | | | |
| Total tons of goods carried | '000 | 157 | 2,534 | 1,345 | 5,104 | 4,188 | 25,540 |
| Average weight carried ¹ | ton | 0.2 | 0.7 | 1.8 | 3.3 | 4.0 | 6.2 |
| Net ton miles: | | | | | | | |
| Total net ton miles performed | '000 | 3,065 | 51,063 | 23,994 | 74,508 | 66,938 | 1,353,145 |
| Average net ton miles per truck | | 400 | 1,200 | 4,000 | 11,200 | 24,100 | 20,100 |
| Capacity ton miles: | | | | | | | |
| Total capacity ton miles ² | '000 | 32,602 | 227,630 | 67,790 | 172,607 | 188,802 | 2,507,020 |
| Average capacity ton miles per truck | | 4,400 | 5,500 | 11,300 | 26,000 | 67,900 | 37,300 |
| Percentage of capacity utilized | | 9.4 | 22.4 | 35.4 | 43.2 | 35.5 | 54.0 |
| Gross ton miles: | | | | | | | |
| Total gross ton miles ³ | '000 | 52,663 | 410,188 | 92,507 | 206,326 | 197,787 | 3,475,187 |
| Average gross ton miles per truck | | 7,000 | 9,800 | 15,500 | 31,100 | 71,100 | 51,600 |
| Estimated annual population | | 7,477 | 41,701 | 5,986 | 6,645 | 2,780 | 67,300 |

TABLE 3. Selected Statistics by Gross Vehicle Weight Group

| Gross vehicle weight | For hire | | | | | | |
|----------------------------|-------------------------|---------------------------------|---------------------|------------------------|--------------------------|---------------|----------------------|
| | Weight of goods carried | Total miles travelled with load | Total net ton miles | Average weight carried | Average distance per ton | Total revenue | Revenue per ton mile |
| | '000 tons | '000 | '000 | tons | miles | \$'000 | ¢ |
| 20,000 lb. and under | 167 | 2,816 | 7,575 | 2.7 | 45.5 | 1,684 | 22.2 |
| 20,001-30,000 lb. | 212 | 4,685 | 16,571 | 3.5 | 78.2 | 1,842 | 11.1 |
| 30,001-50,000 lb. | 337 | 10,449 | 75,385 | 7.2 | 223.3 | 5,649 | 7.5 |
| 50,001 lb. and over | 2,159 | 57,084 | 902,167 | 15.8 | 417.8 | 32,876 | 3.6 |
| Totals | 2,875 | 75,034 | 1,001,698 | 13.3 | 348.4 | 42,051 | 4.2 |
| | Private intercity | | | | | | |
| | Weight of goods carried | Total miles travelled with load | Total net ton miles | Average weight carried | Average distance per ton | | |
| | '000 tons | '000 | '000 | tons | miles | | |
| 10,000 lb. and under | 78 | 9,393 | 3,746 | | 0.4 | | 47.8 |
| 10,001-20,000 lb. | 253 | 5,483 | 13,231 | | 2.4 | | 52.4 |
| 20,001-30,000 lb. | 572 | 4,938 | 21,211 | | 4.3 | | 37.1 |
| 30,001 lb. and over | 1,035 | 5,720 | 76,069 | | 13.3 | | 73.5 |
| Totals | 1,938 | 25,534 | 114,257 | | 4.5 | | 59.0 |

TABLE 4. Selected Statistics by Commodity Group

| Commodity group | For hire | | | | | | |
|---|-------------------------|---------------------------------|---------------------|------------------------|--------------------------|---------------|----------------------|
| | Weight of goods carried | Total miles travelled with load | Total net ton miles | Average weight carried | Average distance per ton | Total revenue | Revenue per ton mile |
| | '000 tons | '000 | '000 | tons | miles | \$'000 | ¢ |
| Live animals | 247 | 5,083 | 46,966 | 9.2 | 189.9 | 2,349 | 5.0 |
| Food, feed, beverages and tobacco | 335 | 12,171 | 153,677 | 12.6 | 458.3 | 5,141 | 3.3 |
| Crude materials, inedible | 79 | 1,472 | 25,640 | 17.4 | 324.8 | 657 | 2.6 |
| Fabricated materials, inedible | 865 | 9,379 | 175,897 | 18.8 | 203.4 | 6,829 | 3.9 |
| End products, inedible | 183 | 10,112 | 89,107 | 8.8 | 487.5 | 5,787 | 6.5 |
| General freight | 1,166 | 36,817 | 510,411 | 13.9 | 437.6 | 21,288 | 4.2 |
| Totals | 2,875 | 75,034 | 1,001,698 | 13.3 | 348.4 | 42,051 | 4.2 |
| | Private intercity | | | | | | |
| | Weight of goods carried | Total miles travelled with load | Total net ton miles | Average weight carried | Average distance per ton | | |
| | '000 tons | '000 | '000 | tons | miles | | |
| Live animals | 8 | 269 | 1,977 | | 7.3 | | 249.7 |
| Food, feed, beverages and tobacco | 444 | 10,215 | 44,016 | | 4.3 | | 99.2 |
| Crude materials, inedible | 211 | 734 | 5,879 | | 8.0 | | 27.8 |
| Fabricated materials, inedible | 992 | 5,393 | 45,161 | | 8.4 | | 45.5 |
| End products, inedible | 146 | 7,824 | 11,629 | | 1.5 | | 79.6 |
| General freight | 137 | 1,099 | 5,595 | | 5.1 | | 40.9 |
| Totals | 1,938 | 25,534 | 114,257 | | 4.5 | | 59.0 |

**SECTION II. TRAFFIC PERFORMED BY MANITOBA REGISTERED TRUCKS WITHIN THE PROVINCE
JANUARY 1-DECEMBER 31, 1962**

TABLE 5. All Trucks by Type of Operation

| | | For hire | Private | | | Total |
|---|--------|----------|-----------|---------|---------|-----------|
| | | | Intercity | Urban | Farm | |
| Mileage: | | | | | | |
| Total mileage travelled | '000 | 37,634 | 35,824 | 184,385 | 79,694 | 337,537 |
| Average yearly mileage per truck | | 23,500 | 10,500 | 6,400 | 2,400 | 5,000 |
| Average distance each ton was carried | | 119.7 | 42.0 | 10.1 | 19.2 | 24.9 |
| Percentage of total mileage travelled empty | | 22.7 | 37.4 | 55.8 | 54.0 | 49.7 |
| Fuel: | | | | | | |
| Total gallons of gasoline consumed | '000 | 4,032 | 4,254 | 18,156 | 6,626 | 33,068 |
| Miles per gallon of gasoline | | 5.6 | 8.1 | 10.1 | 12.0 | 9.7 |
| Total gallons of diesel oil consumed | '000 | 2,403 | 191 | 200 | — | 2,794 |
| Miles per gallon of diesel oil | | 6.3 | 6.9 | 7.2 | — | 6.4 |
| Total gallons of other fuel consumed | | — | — | — | — | — |
| Miles per gallon of other fuel | | — | — | — | — | — |
| Weight of goods carried: | | | | | | |
| Total tons of goods carried | '000 | 2,595 | 1,884 | 17,689 | 3,038 | 25,206 |
| Average weight carried ¹ | ton | 10.7 | 3.5 | 2.2 | 1.6 | 3.7 |
| Net ton miles: | | | | | | |
| Total net ton miles performed | '000 | 310,621 | 79,235 | 178,893 | 58,297 | 627,046 |
| Average net ton miles per truck | | 194,100 | 23,300 | 6,300 | 1,700 | 9,300 |
| Capacity ton miles: | | | | | | |
| Total capacity ton miles ² | '000 | 543,945 | 197,889 | 580,017 | 167,135 | 1,488,986 |
| Average capacity ton miles per truck | | 340,000 | 58,200 | 20,300 | 5,000 | 22,100 |
| Percentage of capacity utilized | | 57.1 | 40.0 | 30.8 | 34.9 | 42.1 |
| Gross ton miles: | | | | | | |
| Total gross ton miles ³ | '000 | 710,835 | 237,042 | 730,507 | 251,415 | 1,929,799 |
| Average gross ton miles per truck | | 444,300 | 69,700 | 25,500 | 7,500 | 28,700 |
| Revenue: | | | | | | |
| Total revenue | \$'000 | 19,872 | — | — | — | — |
| Revenue per ton mile | ¢ | 6.4 | — | — | — | — |
| Revenue per mile (total mileage travelled) | ¢ | 52.8 | — | — | — | — |
| Average revenue per truck | \$ | 12,400 | — | — | — | — |
| Estimated annual population | | 1,600 | 3,400 | 28,600 | 33,700 | 67,300 |

TABLE 6. All Trucks by Gross Vehicle Weight Group

| | 0-2½ tons 0-5,000 lb. | 2½-5 tons 5,001-10,000 lb. | 5-7½ tons 10,001-15,000 lb. | 7½-10 tons 15,001-20,000 lb. | 10-15 tons 20,001-30,000 lb. | Over 15 tons 30,001 lb. and over | Total |
|---|-----------------------------|----------------------------------|-----------------------------------|------------------------------------|------------------------------------|--|-----------|
| Mileage: | | | | | | | |
| Total mileage travelled | '000 | 38,669 | 172,892 | 18,711 | 32,449 | 24,994 | 337,537 |
| Average yearly mileage per truck | | 5,200 | 4,100 | 3,100 | 4,900 | 9,000 | 5,000 |
| Average distance each ton was carried | | 19.6 | 20.2 | 17.1 | 14.6 | 15.3 | 24.9 |
| Percentage of total mileage travelled empty | | 58.8 | 60.0 | 32.5 | 30.3 | 34.8 | 49.7 |
| Fuel: | | | | | | | |
| Total gallons of gasoline consumed | '000 | 2,609 | 13,952 | 2,063 | 4,173 | 3,561 | 33,068 |
| Miles per gallon of gasoline | | 14.8 | 12.4 | 9.1 | 7.8 | 7.0 | 9.7 |
| Total gallons of diesel oil consumed | '000 | — | — | — | — | — | 2,794 |
| Miles per gallon of diesel oil | | — | — | — | — | — | 6.4 |
| Total gallons of other fuel consumed | | — | — | — | — | — | — |
| Miles per gallon of other fuel | | — | — | — | — | — | — |
| Weight of goods carried: | | | | | | | |
| Total tons of goods carried | '000 | 157 | 2,533 | 1,345 | 5,103 | 4,180 | 25,206 |
| Average weight carried ¹ | ton | 0.2 | 0.7 | 1.8 | 3.3 | 3.9 | 3.7 |
| Net ton miles: | | | | | | | |
| Total net ton miles performed | '000 | 3,065 | 51,063 | 23,051 | 74,441 | 64,082 | 627,046 |
| Average net ton miles per truck | | 400 | 1,200 | 3,900 | 11,200 | 23,100 | 9,300 |
| Capacity ton miles: | | | | | | | |
| Total capacity ton miles ² | '000 | 32,602 | 227,139 | 64,604 | 172,273 | 182,528 | 1,488,986 |
| Average capacity ton miles per truck | | 4,400 | 5,400 | 10,800 | 25,900 | 65,700 | 22,100 |
| Percentage of capacity utilized | | 9.4 | 22.5 | 35.7 | 43.2 | 35.1 | 42.1 |
| Gross ton miles: | | | | | | | |
| Total gross ton miles ³ | '000 | 52,663 | 409,427 | 87,923 | 206,009 | 190,961 | 1,929,799 |
| Average gross ton miles per truck | | 7,000 | 9,800 | 14,700 | 31,000 | 68,700 | 28,700 |
| Estimated annual population | | 7,477 | 41,701 | 5,986 | 6,645 | 2,780 | 67,300 |

¹ Net ton miles divided by miles travelled with load.² Capacity ton miles are determined by multiplying the actual number of miles travelled by the estimated capacity or the weight of the heaviest load carried, whichever is larger.³ Gross ton miles performed are determined by adding to the total ton miles performed the weight of the vehicle empty (tare) multiplied by total miles travelled.

**SECTION III. INTERPROVINCIAL AND INTERNATIONAL TRAFFIC PERFORMED BY MANITOBA REGISTERED TRUCKS
JANUARY 1-DECEMBER 31, 1962**

TABLE 7. Tons of Goods Carried by Province of Origin and Destination

| Origin and destination | For hire | | | Private intercity ¹ | | | Total ¹ | | |
|---------------------------------------|---------------|-----------------|--------------|--------------------------------|-----------------|-------|--------------------|-----------------|-------|
| | Into Manitoba | Out of Manitoba | Total | Into Manitoba | Out of Manitoba | Total | Into Manitoba | Out of Manitoba | Total |
| | '000 tons | | | | | | | | |
| Newfoundland | — | — | — | | | | | | |
| Prince Edward Island | — | — | — | | | | | | |
| Nova Scotia | — | — | — | | | | | | |
| New Brunswick | — | — | — | | | | | | |
| Quebec | 37 | 32 | 69 | | | | | | |
| Ontario | 143 | 247 | 390 | | | | | | |
| Saskatchewan | 280 | 187 | 467 | | | | | | |
| Alberta | 67 | 89 | 156 | | | | | | |
| British Columbia | 2 | 2 | 4 | | | | | | |
| Yukon and Northwest Territories | — | — | — | | | | | | |
| United States | 9 | 1 | 10 | | | | | | |
| Totals | 538 | 558 | 1,096 | | | | | | |

TABLE 8. Selected Statistics by Commodity Group

| Commodity group | For hire | | | | | | |
|---|--------------------------------|---------------------------------|---------------------|------------------------|--------------------------|---------------|----------------------|
| | Weight of goods carried | Total miles travelled with load | Total net ton miles | Average weight carried | Average distance per ton | Total revenue | Revenue per ton mile |
| | '000 tons | '000 | '000 | tons | miles | \$'000 | ¢ |
| Live animals | 70 | 1,887 | 25,504 | 13.5 | 363.5 | 795 | 3.1 |
| Food, feed, beverages and tobacco | 130 | 8,741 | 131,555 | 15.0 | 1,014.4 | 3,362 | 2.6 |
| Crude materials, inedible | 21 | 1,030 | 19,077 | 18.5 | 888.9 | 326 | 1.7 |
| Fabricated materials, inedible | 259 | 5,927 | 113,727 | 19.2 | 438.6 | 3,479 | 3.1 |
| End products, inedible | 63 | 5,978 | 64,052 | 10.7 | 1,023.7 | 3,007 | 4.7 |
| General freight | 553 | 25,226 | 392,638 | 15.6 | 709.7 | 13,894 | 3.5 |
| Totals | 1,096 | 48,789 | 746,553 | 15.3 | 680.9 | 24,863 | 3.3 |
| | Private intercity ¹ | | | | | | |
| | Weight of goods carried | Total miles travelled with load | Total net ton miles | Average weight carried | Average distance per ton | | |
| | '000 tons | '000 | '000 | tons | miles | | |
| Live animals | | | | | | | |
| Food, feed, beverages and tobacco | | | | | | | |
| Crude materials, inedible | | | | | | | |
| Fabricated materials, inedible | | | | | | | |
| End products, inedible | | | | | | | |
| General freight | | | | | | | |
| Totals | | | | | | | |

¹ Reliable statistics not available.

APPENDIX

| Type of operation | A. Population | | | | | | |
|---|--|---|---------------------------------------|---|--|---|---------|
| | 0 - 2½ tons 0 - 5,000 lb. | 2½ - 5 tons 5,001 - 10,000 lb. | 5 - 7½ tons 10,001 - 15,000 lb. | 7½ - 10 tons 15,001 - 20,000 lb. | 10 - 15 tons 20,001 - 30,000 lb. | Over 15 tons 30,001 lb. and over | Total |
| Estimated Manitoba truck population in 1962 | | | | | | | |
| For hire | — | — | 50 | 241 | 191 | 1, 118 | 1, 600 |
| Private: | | | | | | | |
| Intercity | — | 2, 079 | 240 | 353 | 439 | 289 | 3, 400 |
| Urban | 5, 401 | 16, 322 | 1, 449 | 2, 806 | 1, 429 | 1, 193 | 28, 600 |
| Farm | 2, 076 | 23, 300 | 4, 247 | 3, 245 | 721 | 111 | 33, 700 |
| Totals | 7, 477 | 41, 701 | 5, 986 | 6, 645 | 2, 780 | 2, 711 | 67, 300 |
| B. Survey Response | | | | | | | |
| | Total number of trucks selected in samples | Number of questionnaires returned completed | | Number of sampled trucks reported not in use during survey week | | Number of questionnaires not returned or returned incomplete and unusable | |
| For hire | 843 | 474 | | 152 | | 217 | |
| Private: | | | | | | | |
| Intercity | 609 | 343 | | 127 | | 139 | |
| Urban | 2, 861 | 1, 082 | | 787 | | 992 | |
| Farm | 1, 369 | 313 | | 607 | | 449 | |
| Totals | 5, 682 | 2, 212 | | 1, 673 | | 1, 797 | |

CATALOGUE No.

53-211

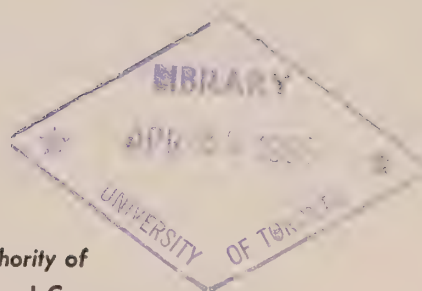
ANNUAL



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MOTOR TRANSPORT TRAFFIC
PROVINCE OF MANITOBA

1963



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| Catalogue number | Title | Price per copy |
|---------------------|--|-------------------|
| | Periodical | |
| 53-001 | Motor vehicle Traffic Accidents—quarterly (approx. 31 pp.) Number of accidents, persons killed and injured, property damage, time, place, road conditions, etc., by province. (A condensed monthly report of motor vehicle traffic accidents is published as a release in the Dominion Bureau of Statistics Daily Bulletin) (\$2 a year) | \$.50 |
| 53-002 | Passengar Bus Statistics—Intercity and Rural—Bil. monthly (approx. 4 pp.) Number of companies, passengers carried, vehicle miles run, fuel consumed, revenue, by province..... (\$1 a year) | .10 |
| 53-003 | Urban Transit—Bil. monthly (approx. 4 pp.) Number of companies, passengers carried, vehicle miles run, fuel consumed, and revenue by electric car, trolley coach and motor bus, by province (\$1 a year) | .10 |
| 53-004 | Motor Transport Traffic: National Estimates—quarterly (approx. 12 pp.) Mileage, ton miles and weight of goods carried by commodity for for-hire and private intercity carriers (\$2 a year) | .50 |
| 53-005 | Motor Carriers Freight—quarterly (approx. 4 pp.) Numbers of Class 1 and Class 2 companies, operating revenues and expenses and tonnages handled, by prov- ince (\$1 a year) | .25 |

Annual

| | | | |
|--------|--|--|------|
| 53-201 | Road and Street Mileage and Expenditure (approx. 15 pp.) Road and street mileages, construction, maintenance and administration expenditures on highways, bridges, ferries and urban streets, by province | | .50 |
| 53-202 | International Toll Bridges, Tunnels and Ferries (approx. 12 pp.) Investment, revenues, expenses, traffic, employees, salaries and wages and accidents with list of facilities | | .50 |
| 53-206 | Motor Vehicle Traffic Accidents (approx. 71 pp.) Number of accidents, persons killed and injured, property damage, time, place, road conditions, etc., by province | | 1.00 |
| 53-215 | Passenger Bus Statistics (approx. 14 pp.) Number of companies, investment, operating revenues and expenses, employees, salaries and wages, equipment traffic and accidents, by province | | .50 |
| 53-216 | Urban Transit (approx. 20 pp.) Investment, revenues, expenses, passengers carried, vehicle miles run, fuel consumed, by electric car, trolley coach and motor bus; equipment, accidents, employees, salaries and wages by province | | .50 |
| 53-217 | The Motor Vehicle: Part I—Rates and Regulations (approx. 40 pp.) Size, weight and safety regulations, reciprocal highway agreements, fees, taxes and motor carrier regulations, and gasoline tax rate review, by province | | .75 |
| 53-218 | The Motor Vehicle: Part II—Motive Fuel Sales (approx. 10 pp.) Gross and net sales of gasoline and net sales of diesel oil | | .50 |
| 53-219 | The Motor Vehicle: Part III—Registrations (approx. 14 pp.) Registrations by type of vehicle, by provinces and municipalities | | .50 |
| 53-220 | The Motor Vehicle: Part IV—Revenues (approx. 11 pp.) Provincial government revenues from registrations and gasoline taxes; and unsatisfied judgment fund data, by province | | .50 |
| 53-221 | Moving and Storage, Household Goods (approx. 12 pp.) Number of companies, investment, operating revenues and expenses, employees, salaries and wages, storage space and equipment, by province | | .50 |
| 53-222 | Motor Carriers—Freight (Common and Contract)—Part I Classes 1 and 2 (approx. 32 pp.) Number of companies, investment, operating revenues and expenses, employees, salaries and wages, equipment and accidents, by province, by revenue class and by type of operation | | .75 |
| 53-223 | Motor Carriers—Freight (Common and Contract)—Part II Classes 3 and 4 (approx. 16 pp.) See above for description | | .50 |

Motor Transport Traffic

Each of the following series of eight annual reports provides
statistics on mileage, fuel consumption, truck capacity, goods
carried, ton miles, revenues and number of trucks by type of oper-
ation and gross vehicle weight group.

| | | |
|---------------------|---|-----|
| 53-207 | Motor Transport Traffic: National Estimates (approx. 30 pp.) | .50 |
| 53-208 | Motor Transport Traffic: Atlantic Provinces (approx. 18 pp.) | .50 |
| 53-209 | Motor Transport Traffic: Quebec (approx. 12 pp.) | .50 |
| 53-209 ^F | Transport routiers de marchandises: Québec (approx. 12 pp.) | .50 |
| 53-210 | Motor Transport Traffic: Ontario (approx. 13 pp.) | .50 |
| 53-211 | Motor Transport Traffic: Manitoba (approx. 13 pp.) | .50 |
| 53-212 | Motor Transport Traffic: Saskatchewan (approx. 13 pp.) | .50 |
| 53-213 | Motor Transport Traffic: Alberta (approx. 14 pp.) | .50 |
| 53-214 | Motor Transport Traffic: British Columbia (approx. 13 pp.) | .50 |

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the Publications Distribution Unit, Financial Control Section,
Dominion Bureau of Statistics, or to the Queen's Printer, Ottawa,
Canada.*

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PROVINCE OF MANITOBA
JANUARY 1 — DECEMBER 31, 1963

CHART - 1

TRUCK REGISTRATIONS BY TYPE OF OPERATION

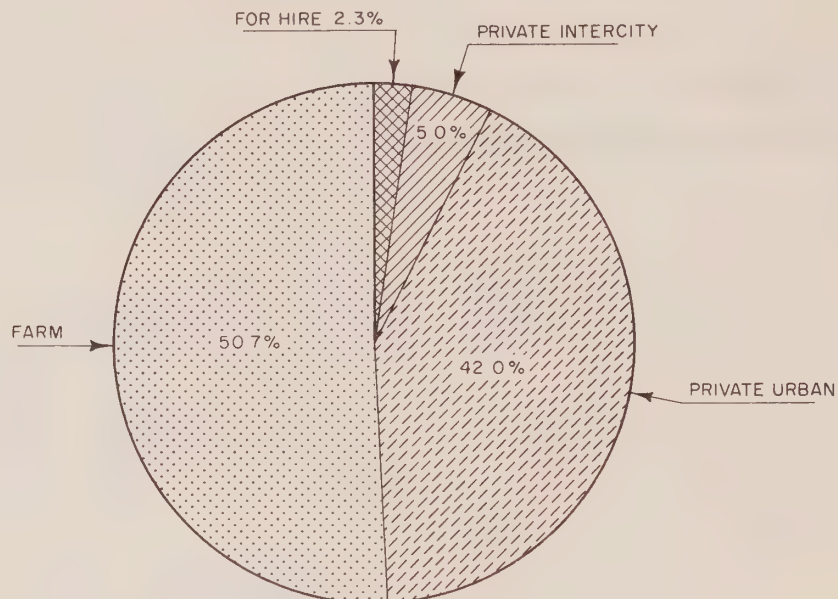
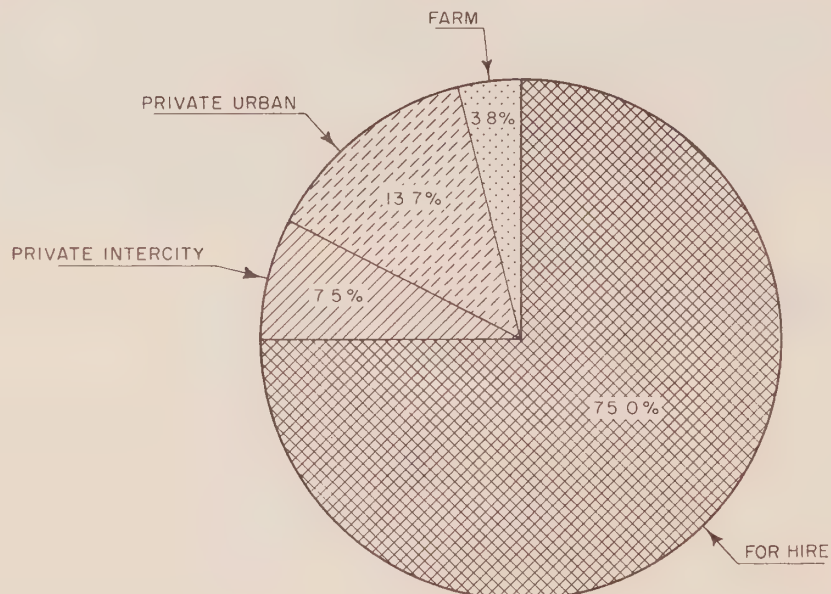


CHART - 2

NET TON MILES BY TYPE OF OPERATION



INTRODUCTION

The 1963 annual report of motor transport traffic in the Province of Manitoba is based upon a sample of approximately 10 per cent of trucks registered in the province. To allow for seasonal variations in traffic and to ensure that the selected vehicles represented current registrations the sample was selected in four quarterly segments with approximately one fourth of the total selected each quarter. Each quarterly sample was spread over three survey weeks with one third of the sample being used for a seven day period, Sunday through Saturday, per month. The surveys were therefore spread over twelve weeks during the year.

All trucks registered in the province are represented except: (a) those not engaged in transportation services; and (b) military and other government-owned vehicles. Trailers as such were excluded from the sample but details of tractor-trailer combinations were obtained by including the power units or tractors in the survey.

Vehicles in the sample are stratified by type of operation and by gross vehicle weight group. The four functional categories used are: for hire, private intercity, private urban and farm. For hire vehicles are those operated for compensation or gain according to licence; private intercity vehicles are those owned and operated by firms and individuals on intercity routes to transport their own goods; private urban vehicles are those operated only within urban areas; and farm trucks are those operated by farmers primarily to transport farm produce and supplies.

In Manitoba, trucks operated on a highway for compensation are classed as Public Service Vehi-

cles and are issued with a "PSV" licence plate. Vehicles owned and operated on intercity routes by business, industry and individuals to transport their own raw materials, finished goods and merchandise are classed as commercial trucks and issued with a "CT" licence. Those operated in or within fifteen miles of any city, town or village in which the owner has his place of business are issued with a "T" or a "DC" licence. Trucks owned and operated by farmers are issued with an "FT" licence.

In this report vehicles have been classified into the four functional categories as follows:

| | |
|-------------------|-----------------------------------|
| For hire | — "PSV" licensed vehicles. |
| Private intercity | — "CT" licensed vehicles. |
| Private urban | — "T" and "DC" licensed vehicles. |
| Farm | — "FT" licensed vehicles. |

A number of urban trucks are operated for compensation but these vehicles are not included in the for hire category. As a result, the data shown throughout this report as "for hire" are understated and those for the "private urban" category are overstated by the extent of the urban for hire vehicles classified as "private urban".

Further information on the history and the organization of motor transport traffic surveys may be found in the reports entitled "Motor Transport Traffic, National Estimates", Catalogue No. 53-207, for 1957 to 1962.

Expansion of Survey Results

As this survey is conducted on a sample basis the data obtained for the vehicles included in the sample have to be expanded to represent the traffic of the total truck population. The methods used in this expansion of the raw data have been continually improved. Current procedures are:

1. A truck population has to be determined. As each sample is selected quarterly the number of trucks chosen in each sample multiplied by the inverse of the sample selection ratio provides an estimated quarterly population. Prior to 1959 the data for each quarterly sample were expanded to represent the total traffic of the estimated population of the same quarter. In 1959, however, it was decided that it would be preferable to expand data for the four quarterly surveys using a constant population. This constant population would be the peak quarterly population of the previous year calculated by multiplying the sample in each quarter by the inverse of the sample selection ratios.
2. The constant population has to be broken down into gross vehicle weight groups and functions.

This is already partially done as sample selections are stratified by licence and weight group. Therefore it is only necessary to multiply the sample in each weight group of each licence category by the inverse of the appropriate selection ratio to arrive at a quarterly population. The four quarterly populations by gross vehicle weight and licence category are added together and an average weight group and licence category distribution for the year is computed. This weight group and licence category distribution is applied to the constant population. Each licence category corresponds to one of the four functional categories. The above procedure was introduced in 1959. Prior to that year the distribution by function and weight group was determined for each quarter separately.

3. When the constant population has been calculated and broken down by function and gross vehicle weight group, it is necessary to allocate vehicles included in current surveys in the same manner.
4. Expansion ratios for each gross vehicle weight group of each functional category are then calculated by determining for each breakdown the

number of vehicles for which completed questionnaires were received or which were not in use during the survey period and dividing this sum into the constant population.

5. As the survey results for sample vehicles relate to one week's operations the expansion ratios calculated in (4) have to be multiplied by 13 to cover the three month period.
6. The expanded data for the four quarters are added together to arrive at an annual total.

While the changes and improvements in methods of compilation mentioned above will, to some extent, influence comparisons of data between years the

effects should not be overly significant. In addition it is emphasized that since the statistics contained in this report are calculated from a sample survey they are only estimates and not actual figures.

It should be noted that in 1961 the description of commodities transported by trucks was changed to conform with the revised "Standard Commodity Classification" produced by the Dominion Bureau of Statistics. Formerly commodities were classified according to the "Railway Freight Commodity Statistics Classification". The change will enable these data to be compared more easily with other commodity data produced by the Dominion Bureau of Statistics.

Review of Survey Results

The estimated population of trucks performing transportation services in Manitoba during the year rose 4.6 per cent to 70,400 from 67,300 in 1962. Of these 1,600 or 2.3 per cent were for hire trucks; 3,500 or 5.0 per cent were private intercity vehicles; 29,600 or 42.0 per cent were private vehicles operating wholly within urban areas; and 35,700 or 50.7 per cent were farm trucks.

In the following tables blanks appear for some breakdowns of diesel fuel and other fuel by type of operation and by gross vehicle weight. In most of these instances no vehicles were chosen belonging to these classifications in any of the quarterly sample selections. However in one or two cases a few vehicles were selected but the data collected were considered too unreliable to publish. Even where no vehicles were selected it does not necessarily follow that there were no vehicles in the province belonging to these classifications.

Section I: Traffic Inside and Outside the Province

Section I contains estimates of total traffic performed both inside and outside the province by Manitoba registered trucks.

Although comprising only 2.3 per cent of Manitoba's truck population, for hire vehicles accounted for 75.0 per cent of the total net ton miles and 11.6 per cent of the total tons of goods carried during 1963. This results from the high average yearly mileage of these trucks, 60,500 miles as compared to 6,300 miles for all trucks, and from the heavy average load carried of 13.8 tons compared to 6.4 tons for all trucks. Since more than four fifths of the for hire vehicles have a gross vehicle weight of over 10 tons the heavier loads carried by these trucks are to be expected. The predominance of

heavier vehicles in the for hire class also explains the low estimate of miles per gallon of gasoline, 5.4 compared with 9.4 for all trucks.

It is estimated that urban operations accounted for 0.3 per cent of the total net ton miles performed by Manitoba registered for hire trucks and 13.8 per cent of the total net ton miles performed by private intercity vehicles.

Some trucks in Manitoba under 10,000 lb. gross vehicle weight are used essentially for personal transportation. Such vehicles accounted for 9.8 per cent of the total mileage travelled by Manitoba registered trucks.

Section II: Traffic Inside the Province

This section presents estimates of traffic performed by Manitoba registered trucks entirely inside the province and excludes the "outside the province" portion of interprovincial and international traffic as well as any traffic performed entirely outside the province. Comparing the data in Section I and Section II it will be noted that for hire vehicles accumulated 33.9 per cent and private intercity 77.9 per cent of their total net ton miles inside Manitoba.

Section III: Interprovincial and International Traffic

Interprovincial and international traffic accounted for a significant proportion of the total traffic performed by for hire vehicles, representing 71.3 per cent of the total net ton miles performed and 47.8 per cent of the revenue earned by these vehicles. Over one third of the total tons of goods carried in this type of traffic by Manitoba registered for hire trucks was transported to or from Ontario and almost 40 per cent was moved to or from Saskatchewan.

Appendix

During the year survey questionnaires were sent to the owners or operators of 7,009 trucks. Of this number 2,488 were returned completed and

1,895 trucks were reported not used during the survey week. The remaining 2,626 were either returned incomplete and unusable or not returned at all.

**SECTION I. TRAFFIC PERFORMED BY MANITOBA REGISTERED TRUCKS INSIDE AND OUTSIDE THE PROVINCE
JANUARY 1 – DECEMBER 31, 1963**

TABLE 1. All Trucks by Type of Operation

| | | For hire | Private | | | Total |
|---|--------|-----------|-----------|---------|---------|-----------|
| | | | Intercity | Urban | Farm | |
| Mileage: | | | | | | |
| Total mileage travelled | '000 | 96,852 | 48,949 | 210,676 | 84,267 | 440,744 |
| Average yearly mileage per truck | | 60,500 | 14,000 | 7,100 | 2,400 | 6,300 |
| Average distance each ton was carried | | 316.6 | 48.3 | 11.1 | 9.6 | 49.2 |
| Percentage of total mileage travelled empty | | 18.0 | 39.7 | 57.5 | 63.5 | 48.0 |
| Fuel: | | | | | | |
| Total gallons of gasoline consumed | '000 | 7,146 | 5,439 | 20,231 | 7,301 | 40,117 |
| Miles per gallon of gasoline | | 5.4 | 8.5 | 10.4 | 11.5 | 9.4 |
| Total gallons of diesel oil consumed | '000 | 9,570 | 409 | 260 | — | 10,239 |
| Miles per gallon of diesel oil | | 6.1 | 5.8 | 4.8 | — | 6.1 |
| Total gallons of other fuel consumed | '000 | 17 | 61 | — | — | 78 |
| Miles per gallon of other fuel | | 5.6 | 5.3 | — | — | 5.4 |
| Weight of goods carried: | | | | | | |
| Total tons of goods carried | '000 | 3,464 | 2,263 | 18,169 | 5,862 | 29,758 |
| Average weight carried ¹ | ton | 13.8 | 3.7 | 2.2 | 1.8 | 6.4 |
| Net ton miles: | | | | | | |
| Total net ton miles performed | '000 | 1,096,577 | 109,197 | 201,096 | 56,079 | 1,462,949 |
| Average net ton miles per truck | | 685,400 | 31,200 | 6,800 | 1,600 | 20,800 |
| Capacity ton miles: | | | | | | |
| Total capacity ton miles ² | '000 | 1,622,568 | 259,563 | 625,329 | 192,016 | 2,699,476 |
| Average capacity ton miles per truck | | 1,014,100 | 74,200 | 21,100 | 5,400 | 38,300 |
| Percentage of capacity utilized | | 67.6 | 42.1 | 32.2 | 29.2 | 54.2 |
| Gross ton miles: | | | | | | |
| Total gross ton miles ³ | '000 | 2,335,475 | 323,801 | 808,290 | 269,187 | 3,736,753 |
| Average gross ton miles per truck | | 1,459,700 | 92,500 | 27,300 | 7,500 | 53,100 |
| Revenue: | | | | | | |
| Total revenue | \$'000 | 46,279 | — | — | — | — |
| Revenue per ton mile | ¢ | 4.2 | — | — | — | — |
| Revenue per mile (total mileage travelled) | ¢ | 47.8 | — | — | — | — |
| Average revenue per truck | \$ | 28,900 | — | — | — | — |
| Estimated annual population | | 1,600 | 3,500 | 29,600 | 35,700 | 70,400 |

TABLE 2. All Trucks by Gross Vehicle Weight Group

| | 0-2½ tons 0-5,000 lb. | 2½-5 tons 5,001-10,000 lb. | 5-7½ tons 10,001-15,000 lb. | 7½-10 tons 15,001-20,000 lb. | 10-15 tons 20,001-30,000 lb. | Over 15 tons 30,001 lb. and over | Total |
|---|--------------------------|-------------------------------|--------------------------------|---------------------------------|---------------------------------|-------------------------------------|-----------|
| Mileage: | | | | | | | |
| Total mileage travelled | '000 | 56,106 | 189,414 | 20,592 | 31,736 | 31,602 | 440,744 |
| Average yearly mileage per truck | | 7,700 | 4,300 | 3,500 | 4,700 | 10,000 | 6,300 |
| Average distance each ton was carried | | 27.7 | 12.1 | 11.1 | 12.4 | 15.9 | 49.2 |
| Percentage of total mileage travelled empty | | 73.6 | 60.0 | 36.8 | 37.5 | 33.9 | 48.0 |
| Fuel: | | | | | | | |
| Total gallons of gasoline consumed | '000 | 3,671 | 16,094 | 2,209 | 4,178 | 4,273 | 40,117 |
| Miles per gallon of gasoline | | 15.3 | 11.8 | 9.3 | 7.6 | 7.3 | 9.4 |
| Total gallons of diesel oil consumed | '000 | — | — | — | — | — | 10,239 |
| Miles per gallon of diesel oil | | — | — | — | — | — | 6.1 |
| Total gallons of other fuel consumed | '000 | — | — | — | — | 61 | 78 |
| Miles per gallon of other fuel | | — | — | — | — | 5.3 | 5.4 |
| Weight of goods carried: | | | | | | | |
| Total tons of goods carried | '000 | 203 | 3,392 | 1,979 | 4,943 | 5,468 | 29,758 |
| Average weight carried ¹ | ton | 0.4 | 0.5 | 1.7 | 3.1 | 4.2 | 6.4 |
| Net ton miles: | | | | | | | |
| Total net ton miles performed | '000 | 5,640 | 40,990 | 21,864 | 61,472 | 86,879 | 1,462,949 |
| Average net ton miles per truck | | 800 | 900 | 3,700 | 9,100 | 27,400 | 20,800 |
| Capacity ton miles: | | | | | | | |
| Total capacity ton miles ² | '000 | 47,664 | 243,014 | 68,773 | 167,166 | 225,675 | 2,699,476 |
| Average capacity ton miles per truck | | 6,500 | 5,500 | 11,500 | 24,700 | 71,200 | 38,300 |
| Percentage of capacity utilized | | 11.8 | 16.9 | 31.8 | 36.8 | 38.5 | 54.2 |
| Gross ton miles: | | | | | | | |
| Total gross ton miles ³ | '000 | 97,695 | 435,360 | 93,302 | 190,080 | 237,066 | 3,736,753 |
| Average gross ton miles per truck | | 13,400 | 9,800 | 15,600 | 28,100 | 74,800 | 53,100 |
| Estimated annual population | | 7,316 | 44,206 | 5,964 | 6,756 | 3,169 | 70,400 |

See footnotes at end of Table 6, page 9.

TABLE 3. Selected Statistics by Gross Vehicle Weight Group

| Gross vehicle weight | For hire | | | | | | |
|----------------------------|-------------------------|---------------------------------|---------------------|------------------------|--------------------------|---------------|----------------------|
| | Weight of goods carried | Total miles travelled with load | Total net ton miles | Average weight carried | Average distance per ton | Total revenue | Revenue per ton mile |
| | '000 tons | '000 | '000 | tons | miles | \$'000 | ¢ |
| 20,000 lb. and under | 133 | 2,595 | 5,136 | 2.0 | 38.7 | 955 | 18.6 |
| 20,001-30,000 lb. | 363 | 5,921 | 21,910 | 3.7 | 60.3 | 2,693 | 12.3 |
| 30,001-50,000 lb. | 384 | 7,973 | 53,278 | 6.7 | 138.8 | 5,400 | 10.1 |
| 50,001 lb. and over | 2,584 | 62,902 | 1,016,253 | 16.2 | 393.4 | 37,231 | 3.7 |
| Totals | 3,464 | 79,391 | 1,096,577 | 13.8 | 316.6 | 46,279 | 4.2 |
| | Private intercity | | | | | | |
| | Weight of goods carried | Total miles travelled with load | Total net ton miles | Average weight carried | Average distance per ton | | |
| | '000 tons | '000 | '000 | tons | miles | | |
| 10,000 lb. and under | 129 | 13,169 | 8,076 | 0.6 | 62.4 | | |
| 10,001-20,000 lb. | 397 | 5,647 | 11,630 | 2.1 | 29.3 | | |
| 20,001-30,000 lb. | 597 | 5,384 | 21,817 | 4.1 | 36.6 | | |
| 30,001 lb. and over | 1,140 | 5,297 | 67,674 | 12.8 | 59.4 | | |
| Totals | 2,263 | 29,497 | 109,197 | 3.7 | 48.3 | | |

TABLE 4. Selected Statistics by Commodity Group

| Commodity group | For hire | | | | | | |
|---|-------------------------|---------------------------------|---------------------|------------------------|--------------------------|---------------|----------------------|
| | Weight of goods carried | Total miles travelled with load | Total net ton miles | Average weight carried | Average distance per ton | Total revenue | Revenue per ton mile |
| | '000 tons | '000 | '000 | tons | miles | \$'000 | ¢ |
| Live animals | 214 | 4,902 | 39,121 | 8.0 | 183.0 | 2,280 | 5.8 |
| Food, feed, beverages and tobacco | 516 | 15,843 | 201,600 | 12.7 | 391.0 | 8,505 | 4.2 |
| Crude materials, inedible | 207 | 1,921 | 33,424 | 17.4 | 161.2 | 953 | 2.9 |
| Fabricated materials, inedible | 1,081 | 11,352 | 208,693 | 18.4 | 193.0 | 8,673 | 4.2 |
| End products, inedible | 308 | 11,833 | 121,671 | 10.3 | 395.7 | 6,514 | 5.4 |
| General freight | 1,138 | 33,540 | 492,068 | 14.7 | 432.3 | 19,354 | 3.9 |
| Totals | 3,464 | 79,391 | 1,096,577 | 13.8 | 316.6 | 46,279 | 4.2 |
| | Private intercity | | | | | | |
| | Weight of goods carried | Total miles travelled with load | Total net ton miles | Average weight carried | Average distance per ton | | |
| | '000 tons | '000 | '000 | tons | miles | | |
| Live animals | 34 | 1,462 | 7,243 | 5.0 | 214.6 | | |
| Food, feed, beverages and tobacco | 400 | 7,851 | 33,444 | 4.3 | 83.7 | | |
| Crude materials, inedible | 281 | 480 | 5,443 | 11.3 | 19.3 | | |
| Fabricated materials, inedible | 1,186 | 6,472 | 44,876 | 6.9 | 37.8 | | |
| End products, inedible | 306 | 11,339 | 15,600 | 1.4 | 51.0 | | |
| General freight | 56 | 1,893 | 2,591 | 1.4 | 46.4 | | |
| Totals | 2,263 | 29,497 | 109,197 | 3.7 | 48.3 | | |

**SECTION II. TRAFFIC PERFORMED BY MANITOBA REGISTERED TRUCKS WITHIN THE PROVINCE
JANUARY 1 – DECEMBER 31, 1963**

TABLE 5. All Trucks by Type of Operation

| | | For hire | Private | | | Total |
|---|--------|----------|-----------|---------|---------|-----------|
| | | | Intercity | Urban | Farm | |
| Mileage: | | | | | | |
| Total mileage travelled | '000 | 46,145 | 46,511 | 210,676 | 84,267 | 387,599 |
| Average yearly mileage per truck..... | | 28,800 | 13,300 | 7,100 | 2,400 | 5,500 |
| Average distance each ton was carried..... | | 114.5 | 37.9 | 11.1 | 9.6 | 24.2 |
| Percentage of total mileage travelled empty | | 24.2 | 40.4 | 57.5 | 63.5 | 52.8 |
| Fuel: | | | | | | |
| Total gallons of gasoline consumed | '000 | 5,041 | 5,184 | 20,231 | 7,301 | 37,757 |
| Miles per gallon of gasoline | | 5.9 | 8.7 | 10.4 | 11.5 | 9.8 |
| Total gallons of diesel oil consumed | '000 | 2,607 | 224 | 260 | — | 3,091 |
| Miles per gallon of diesel oil | | 6.2 | 5.4 | 4.8 | — | 6.0 |
| Total gallons of other fuel consumed | '000 | 17 | 61 | — | — | 78 |
| Miles per gallon of other fuel | | 5.6 | 5.3 | — | — | 5.4 |
| Weight of goods carried: | | | | | | |
| Total tons of goods carried..... | '000 | 3,246 | 2,247 | 18,169 | 5,862 | 29,524 |
| Average weight carried ¹ | ton | 10.6 | 3.1 | 2.2 | 1.8 | 3.9 |
| Net ton miles: | | | | | | |
| Total net ton miles performed..... | '000 | 371,797 | 85,091 | 201,096 | 56,079 | 714,063 |
| Average net ton miles per truck | | 232,400 | 24,300 | 6,800 | 1,600 | 10,100 |
| Capacity ton miles: | | | | | | |
| Total capacity ton miles ² | '000 | 675,809 | 216,131 | 625,329 | 192,016 | 1,709,285 |
| Average capacity ton miles per truck | | 22,400 | 61,800 | 21,100 | 5,400 | 24,300 |
| Percentage of capacity utilized | | 55.0 | 39.4 | 32.2 | 29.2 | 41.8 |
| Gross ton miles: | | | | | | |
| Total gross ton miles ³ | '000 | 880,635 | 267,600 | 808,290 | 269,187 | 2,225,712 |
| Average gross ton miles per truck | | 550,400 | 76,500 | 27,300 | 7,500 | 31,600 |
| Revenue: | | | | | | |
| Total revenue | \$'000 | 24,368 | — | — | — | — |
| Revenue per ton mile | ¢ | 6.6 | — | — | — | — |
| Revenue per mile (total mileage travelled)..... | \$ | 52.9 | — | — | — | — |
| Average revenue per truck..... | \$ | 15,300 | — | — | — | — |
| Estimated annual population..... | | 1,600 | 3,500 | 29,600 | 35,700 | 70,400 |

TABLE 6. All Trucks by Gross Vehicle Weight Group

| | | 0-2½ tons 0-5,000 lb. | 2½-5 tons 5,001-10,000 lb. | 5-7½ tons 10,001-15,000 lb. | 7½-10 tons 15,001-20,000 lb. | 10-15 tons 20,001-30,000 lb. | Over 15 tons 30,001 lb. and over | Total |
|---|------|--------------------------|-------------------------------|--------------------------------|---------------------------------|---------------------------------|-------------------------------------|-----------|
| Mileage: | | | | | | | | |
| Total mileage travelled | '000 | 56,106 | 189,414 | 20,592 | 31,728 | 31,446 | 58,313 | 387,599 |
| Average yearly mileage per truck | | 7,700 | 4,300 | 3,500 | 4,700 | 9,900 | 19,500 | 5,500 |
| Average distance each ton was carried | | 27.7 | 12.1 | 11.1 | 12.4 | 15.9 | 36.7 | 24.2 |
| Percentage of total mileage travelled empty | | 73.6 | 60.0 | 36.8 | 37.5 | 33.9 | 33.7 | 52.8 |
| Fuel: | | | | | | | | |
| Total gallons of gasoline consumed | '000 | 3,671 | 16,094 | 2,209 | 4,178 | 3,949 | 7,656 | 37,757 |
| Miles per gallon of gasoline | | 15.3 | 11.8 | 9.3 | 7.6 | 7.9 | 5.2 | 9.8 |
| Total gallons of diesel oil consumed | '000 | — | — | — | — | — | 3,091 | 3,091 |
| Miles per gallon of diesel oil | | — | — | — | — | — | 6.0 | 6.0 |
| Total gallons of other fuel consumed | '000 | — | — | — | — | 61 | 17 | 78 |
| Miles per gallon of other fuel | | — | — | — | — | 5.3 | 5.6 | 5.4 |
| Weight of goods carried: | | | | | | | | |
| Total tons of goods carried | '000 | 203 | 3,392 | 1,978 | 4,943 | 5,465 | 13,543 | 29,524 |
| Average weight carried ¹ | ton | 0.4 | 0.5 | 1.7 | 3.1 | 4.2 | 12.9 | 3.9 |
| Net ton miles: | | | | | | | | |
| Total net ton miles performed | '000 | 5,640 | 40,990 | 21,864 | 61,466 | 86,649 | 497,454 | 714,063 |
| Average net ton miles per truck | | 800 | 900 | 3,700 | 9,100 | 27,300 | 166,400 | 10,100 |
| Capacity ton miles: | | | | | | | | |
| Total capacity ton miles ² | '000 | 47,664 | 243,014 | 68,773 | 167,107 | 224,489 | 958,238 | 1,709,285 |
| Average capacity ton miles per truck | | 6,500 | 5,500 | 11,500 | 24,700 | 70,800 | 320,600 | 24,300 |
| Percentage of capacity utilized | | 11.8 | 16.9 | 31.8 | 36.8 | 38.6 | 51.9 | 41.8 |
| Gross ton miles: | | | | | | | | |
| Total gross ton miles ³ | '000 | 97,695 | 435,360 | 93,302 | 190,035 | 236,070 | 1,173,250 | 2,225,712 |
| Average gross ton miles per truck | | 13,400 | 9,800 | 15,600 | 28,100 | 74,500 | 392,500 | 31,600 |
| Estimated annual population | | 7,316 | 44,206 | 5,964 | 6,756 | 3,169 | 2,989 | 70,400 |

¹ Net ton miles divided by miles travelled with load.² Capacity ton miles are determined by multiplying the actual number of miles travelled by the estimated capacity or the weight of the heaviest load carried, whichever is larger.³ Gross ton miles performed are determined by adding to the total ton miles performed the weight of the vehicle empty (tare) multiplied by total miles travelled.

**SECTION III. INTERPROVINCIAL AND INTERNATIONAL TRAFFIC PERFORMED BY MANITOBA REGISTERED TRUCKS
JANUARY 1-DECEMBER 31, 1963**

TABLE 7. Tons of Goods Carried by Province of Origin and Destination

| Origin and destination | For hire | | | Private intercity | | | Total | | |
|---------------------------------------|---------------|-----------------|--------------|-------------------|-----------------|-----------|---------------|-----------------|--------------|
| | Into Manitoba | Out of Manitoba | Total | Into Manitoba | Out of Manitoba | Total | Into Manitoba | Out of Manitoba | Total |
| | '000 tons | | | | | | | | |
| Newfoundland | — | — | — | — | — | — | — | — | — |
| Prince Edward Island | — | — | — | — | — | — | — | — | — |
| Nova Scotia | — | — | — | — | — | — | — | — | — |
| New Brunswick | — | — | — | — | — | — | — | — | — |
| Quebec | 52 | 53 | 105 | — | — | — | 52 | 53 | 105 |
| Ontario | 154 | 234 | 388 | 3 | 18 | 21 | 157 | 252 | 409 |
| Saskatchewan | 245 | 193 | 438 | 15 | 10 | 25 | 260 | 203 | 463 |
| Alberta | 67 | 95 | 162 | 2 | 2 | 4 | 69 | 97 | 166 |
| British Columbia | 11 | 6 | 17 | — | — | — | 11 | 6 | 17 |
| Yukon and Northwest Territories | — | — | — | — | — | — | — | — | — |
| United States | 5 | 3 | 8 | 9 | 5 | 14 | 14 | 8 | 22 |
| Totals | 534 | 584 | 1,118 | 29 | 35 | 64 | 563 | 619 | 1,182 |

TABLE 8. Selected Statistics by Commodity Group

| Commodity group | For hire | | | | | | |
|---|-------------------------|---------------------------------|---------------------|------------------------|--------------------------|---------------|----------------------|
| | Weight of goods carried | Total miles travelled with load | Total net ton miles | Average weight carried | Average distance per ton | Total revenue | Revenue per ton mile |
| | '000 tons | '000 | '000 | tons | miles | \$'000 | ¢ |
| Live animals | 33 | 1,335 | 13,466 | 10.1 | 410.7 | 513 | 3.8 |
| Food, feed, beverages and tobacco | 143 | 9,566 | 155,093 | 16.2 | 1,085.3 | 2,989 | 1.9 |
| Crude materials, inedible | 24 | 1,464 | 29,862 | 20.4 | 1,244.0 | 570 | 1.9 |
| Fabricated materials, inedible | 279 | 6,672 | 127,935 | 19.2 | 458.0 | 3,837 | 3.0 |
| End products, inedible | 86 | 6,599 | 77,536 | 11.7 | 900.7 | 3,343 | 4.3 |
| General freight | 553 | 21,793 | 378,570 | 17.4 | 685.0 | 10,881 | 2.9 |
| Totals | 1,118 | 47,429 | 782,462 | 16.5 | 700.1 | 22,133 | 2.8 |
| | Private intercity | | | | | | |
| | Weight of goods carried | Total miles travelled with load | Total net ton miles | Average weight carried | Average distance per ton | | |
| | '000 tons | '000 | '000 | tons | miles | | |
| Live animals | — | — | — | — | — | | |
| Food, feed, beverages and tobacco | 26 | 588 | 6,873 | 11.7 | 270.0 | | |
| Crude materials, inedible | 15 | 89 | 1,120 | 12.6 | 76.4 | | |
| Fabricated materials, inedible | 18 | 841 | 11,965 | 14.2 | 654.7 | | |
| End products, inedible | 5 | 185 | 2,454 | 13.3 | 449.5 | | |
| General freight | — | — | — | — | — | | |
| Totals | 64 | 1,703 | 22,412 | 13.2 | 351.0 | | |

APPENDIX

| Type of operation | A. Population | | | | | | |
|---|--|---|-----------------------------------|---|------------------------------------|---|--------|
| | 0-2½ tons 0-5,000 lb. | 2½-5 tons 5,001-10,000 lb. | 5-7½ tons 10,001-15,000 lb. | 7½-10 tons 15,001-20,000 lb. | 10-15 tons 20,001-30,000 lb. | Over 15 tons 30,001 lb. and over | Total |
| Estimated Manitoba truck population in 1963 | | | | | | | |
| For hire | — | — | 41 | 162 | 264 | 1,133 | 1,600 |
| Private: | | | | | | | |
| Intercity | — | 2,148 | 254 | 345 | 459 | 294 | 3,500 |
| Urban | 5,448 | 16,725 | 1,492 | 2,928 | 1,574 | 1,433 | 29,600 |
| Farm | 1,868 | 25,333 | 4,177 | 3,321 | 872 | 129 | 35,700 |
| Totals | 7,316 | 44,206 | 5,964 | 6,756 | 3,169 | 2,989 | 70,400 |
| B. Survey Response | | | | | | | |
| | Total number of trucks selected in samples | Number of questionnaires returned completed | | Number of sampled trucks reported not in use during survey week | | Number of questionnaires not returned or returned incomplete and unusable | |
| For hire | 768 | 450 | | 107 | | 211 | |
| Private: | | | | | | | |
| Intercity | 611 | 334 | | 136 | | 141 | |
| Urban | 3,970 | 1,327 | | 1,050 | | 1,593 | |
| Farm | 1,660 | 377 | | 602 | | 681 | |
| Totals | 7,009 | 2,488 | | 1,895 | | 2,626 | |

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MOTOR TRANSPORT TRAFFIC
PROVINCE OF MANITOBA

1964



Published by Authority of
The Minister of Trade and Commerce

DOMINION BUREAU OF STATISTICS

Public Finance and Transportation Division

Transportation Section

April 1966
8504-547

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Public Finance and Transportation Division
dealing with

ROAD TRANSPORT

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| 53-222 | Motor Carriers — Freight (Common and Contract) — Part I Classes 1 and 2 (approx. 32 pp.) Number of companies, investment, operating revenues and expenses, employees, salaries and wages, equipment and accidents, by province, by revenue class and by type of operation | .75 |
| 53-223 | Motor Carriers — Freight (Common and Contract) — Part II Classes 3 and 4 (approx. 16 pp.) See above for description | .50 |
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| Motor Transport Traffic | | |
| Each of the following series of eight annual reports provides statistics on mileage, fuel consumption, truck capacity, goods carried, ton miles, revenues and number of trucks by type of oper- ation and gross vehicle weight group. | | |
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| 53-209F | Transport routiers de marchandises: Québec (approx. 12 pp.) | .50 |
| 53-210 | Motor Transport Traffic: Ontario (approx. 12 pp.) | .50 |
| 53-211 | Motor Transport Traffic: Manitoba (approx. 12 pp.) | .50 |
| 53-212 | Motor Transport Traffic: Saskatchewan (approx. 12 pp.) | .50 |
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PROVINCE OF MANITOBA
JANUARY 1- DECEMBER 31, 1964

CHART-1

TRUCK REGISTRATIONS BY TYPE OF OPERATION

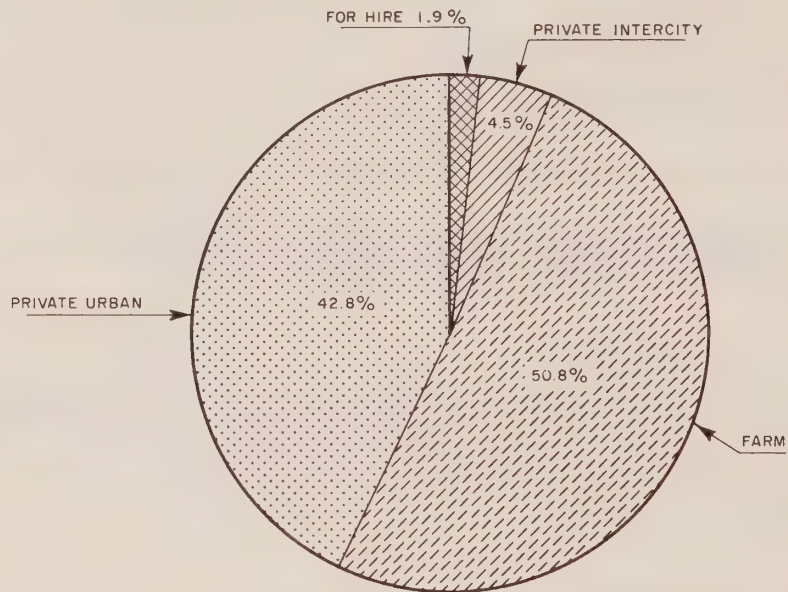
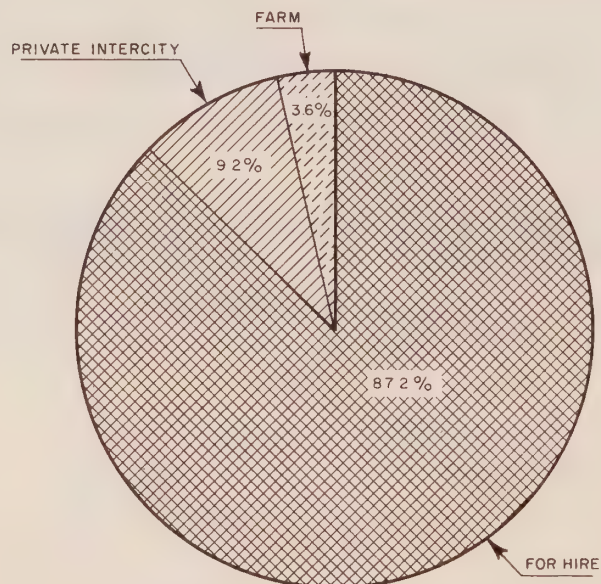


CHART-2

NET TON MILES BY TYPE OF OPERATION



INTRODUCTION

The 1964 annual report of motor transport traffic in the Province of Manitoba is based upon a sample of approximately 5 per cent of trucks registered in the province. To allow for seasonal variations in traffic and to ensure that the selected vehicles represented current registrations the sample was selected in four quarterly segments with approximately one fourth of the total selected each quarter. Each quarterly sample was spread over three survey weeks with one third of the sample being used for a seven day period, Sunday through Saturday, per month. The surveys were therefore spread over twelve weeks during the year.

All trucks registered in the province are represented except: (a) those not engaged in transportation services; and (b) military and other government-owned vehicles. Trailers as such were excluded from the sample but details of tractor-trailer combinations were obtained by including the power units or tractors in the survey.

Vehicles in the sample are stratified by type of operation and by gross vehicle weight group. The four functional categories used are: for hire, private intercity, private urban and farm. For hire vehicles are those operated for compensation or gain according to licence; private intercity vehicles are those owned and operated by firms and individuals on intercity routes to transport their own goods; private urban vehicles are those operated only within urban areas; and farm trucks are those operated by farmers primarily to transport farm produce and supplies.

In Manitoba, trucks operated on a highway for compensation are classed as Public Service Vehicles and are issued with a "PSV" licence plate. Vehicles owned and operated on intercity routes by business, industry and individuals to transport their

own raw materials, finished goods and merchandise are classed as commercial trucks and issued with a "CT" licence. Those operated in or within fifteen miles of any city, town or village in which the owner has his place of business are issued with a "T" or a "DC" licence. Trucks owned and operated by farmers are issued with an "FT" licence.

In this report vehicles have been classified into the four functional categories as follows:

For hire — "PSV" licensed vehicles.

Private intercity — "CT" licensed vehicles.

Private urban — "T" and "DC" licensed vehicles.

Farm — "FT" licensed vehicles.

A number of urban trucks are operated for compensation but these vehicles are not included in the for hire category. As a result, the data shown throughout this report as "for hire" are understated and those for the "private urban" category are overstated by the extent of the urban for hire vehicles classified as "private urban".

Beginning in 1964 the only data recorded for vehicles performing **urban** or **local** operations, regardless of category, are **miles travelled** and **gallons of fuel used** and the **estimated population**. For this reason the 1964 figures shown under various traffic headings are not entirely comparable to the statistics published for 1963.

Further information on the history and the organization of motor transport traffic surveys may be found in the reports entitled "Motor Transport Traffic, National Estimates", Catalogue No. 53-207, for 1957 to 1963.

Expansion of Survey Results

As the survey is conducted on a sample basis data obtained for vehicles included in the sample have to be expanded to represent the traffic of the total truck population. The methods used in this expansion of the raw data have been continually improved. Current procedures are:

1. A truck population figure which remains constant for all four quarterly surveys is determined. This constant population is the peak figure of the previous year's quarterly sample population estimates. These estimates are made by multiplying the sample size in each quarter by the inverse of the sample selection ratios.
2. The constant population has to be broken down into gross vehicle weight groups and functions. Therefore, it is necessary to multiply the quar-

terly sample in each weight group by the inverse of the appropriate selection ratio to arrive at a quarterly population broken down by weight group. The four quarterly populations by gross vehicle weight are added together and a distribution of averages in each weight group for the year is computed. This weight group distribution is applied to the constant population. The population then has to be distributed by function. Each licence category corresponds to one function. Prior to 1959 the distribution by function was determined for each quarter separately.

3. When the constant population has been calculated and broken down by function and gross vehicle weight group, it is necessary to allocate vehicles included in current surveys in the same manner.

4. Expansion ratios for each gross vehicle weight group of each functional category are then calculated by determining for each breakdown the number of vehicles for which completed questionnaires were received or which were not in use during the survey period and dividing this sum into the constant population.
5. As the survey results for sample vehicles relate to one week's operations the expansion ratios have to be multiplied by 13 to cover the three month period.
6. The expanded data for the four quarters are added together to arrive at an annual total.

While the changes and improvements in methods of compilation mentioned above will to some extent

influence comparisons of data between years the effects should not be overly significant. In addition it is emphasized that since the statistics contained in this report are calculated from a sample survey they are only estimated and not actual figures.

It should be noted that in 1961 the description of commodities transported by trucks was changed to conform with the revised "Standard Commodity Classification" produced by the Dominion Bureau of Statistics. Formerly commodities were classified according to the "Railway Freight Commodity Statistics Classification". The change will enable these data to be compared more easily with other commodity data produced by the Dominion Bureau of Statistics.

Review of Survey Results

The estimated population of trucks performing transportation services in Manitoba during 1964 rose 10.7 per cent, to 77,900 from 70,400 in the previous year. Of these, 1,500, or 1.9 per cent, were for hire trucks; 3,500, or 4.5 per cent, were private intercity vehicles; 33,400, or 42.8 per cent, were private vehicles operating wholly within urban areas; and 39,500, or 50.8 per cent, were farm trucks.

In the following tables blanks appear for some breakdowns of classifications, e.g. diesel fuel and other fuel, etc. In most instances an insufficient number of vehicles were chosen in these categories to produce reliable statistics. However, it does not follow that there were no vehicles in the province relating to these classifications.

Section I: Traffic Inside and Outside the Province

Although comprising only 1.9 per cent of Manitoba's truck population, for hire vehicles accounted for 87.2 per cent of the total net ton miles and 32.3 per cent of the total tons of goods carried during 1964. This results from the high average yearly mileage of these trucks—54,300 miles as compared to 5,400 miles for all trucks—and from the heavy average load carried of 15.1 tons compared to 10.5 tons for all trucks. Since more than four-fifths of the for hire vehicles have a gross vehicle weight of over 10 tons, the heavier loads carried by these trucks are to be expected. The predominance of heavier vehicles in the for hire class also explains the low estimate of miles per gallon of gasoline—5.3 compared with 8.5 for all trucks.

Some trucks in Manitoba under 10,000 lb. gross vehicle weight are used essentially for personal

transportation. Such vehicles accounted for 12.2 per cent of the total mileage travelled by Manitoba-registered trucks.

Section II: Traffic Inside the Province

This section presents estimates of traffic performed by Manitoba-registered trucks entirely inside the province and excludes the "outside the province" portion of interprovincial and international traffic as well as any traffic performed entirely outside the province. Comparing the data in Section I and Section II, it will be noted that for hire vehicles accumulated 32.8 per cent, and private intercity, 70.2 per cent of their total net ton miles inside Manitoba.

Section III: Interprovincial and International Traffic

Interprovincial and international traffic accounted for a significant proportion of the total traffic performed by for hire vehicles, representing 79.7 per cent of the total net ton miles performed and 50.6 per cent of the revenue earned by these vehicles. Over one-third of the total tons of goods carried in this type of traffic by Manitoba-registered for hire trucks was transported to or from Ontario, and 41.2 per cent was moved to or from Saskatchewan.

Appendix

The appendix contains the estimated truck population in 1964 by gross vehicle weight groups.

February 28, 1966.

**SECTION I. TRAFFIC PERFORMED BY MANITOBA REGISTERED TRUCKS INSIDE AND OUTSIDE THE PROVINCE,
JANUARY 1 – DECEMBER 31, 1964**

TABLE 1. Total Operations (Intercity, Rural and Urban) of All Trucks

| | For hire | Private | | | Total |
|---|----------|-----------|---------|--------|---------|
| | | Intercity | Urban | Farm | |
| Mileage: | | | | | |
| Total mileage travelled '000 | 81,441 | 48,929 | 214,634 | 78,622 | 423,626 |
| Average yearly mileage per truck | 54,300 | 14,000 | 6,400 | 2,000 | 5,400 |
| Revenue per mile (total mileage travelled) \$ | 49.1 | — | — | — | — |
| Fuel: | | | | | |
| Total gallons of gasoline consumed '000 | 5,745 | 4,573 | 23,637 | 9,013 | 42,968 |
| Miles per gallon of gasoline | 5.3 | 9.4 | 9.0 | 8.7 | 8.5 |
| Total gallons of diesel oil consumed '000 | 8,430 | 759 | 463 | — | 9,652 |
| Miles per gallon of diesel oil | 6.0 | 6.0 | 5.8 | — | 6.0 |
| Total gallons of other fuel consumed '000 | — | 284 | 44 | — | 328 |
| Miles per gallon of other fuel | — | 4.9 | 1.9 | — | 4.5 |
| Estimated annual population | 1,500 | 3,500 | 33,400 | 39,500 | 77,900 |

TABLE 1A. Intercity and Rural Operations Only of For Hire, Private Intercity and Farm Trucks

| | For hire | Private | | Total |
|---|-----------|-----------|---------|-----------|
| | | Intercity | Farm | |
| Mileage: | | | | |
| Total mileage travelled '000 | 81,441 | 48,929 | 78,622 | 208,992 |
| Percentage of total mileage travelled empty | 16.8 | 56.5 | 70.5 | 46.3 |
| Weight of goods carried: | | | | |
| Total tons of goods carried '000 | 2,903 | 1,102 | 4,976 | 8,981 |
| Average weight carried ¹ ton | 15.1 | 5.1 | 1.8 | 10.5 |
| Average distance each ton was carried | 352.7 | 97.7 | 8.5 | 130.7 |
| Net ton miles: | | | | |
| Total net ton miles performed '000 | 1,023,715 | 107,714 | 42,376 | 1,173,805 |
| Average net ton miles per truck | 682,500 | 30,800 | 1,100 | 26,400 |
| Capacity ton miles: | | | | |
| Total capacity ton miles ² '000 | 1,457,631 | 230,477 | 169,462 | 1,857,570 |
| Average capacity ton miles per truck | 971,800 | 65,900 | 4,300 | 41,700 |
| Percentage of capacity utilized | 70.2 | 46.7 | 25.0 | 63.2 |
| Gross ton miles: | | | | |
| Total gross ton miles ³ '000 | 2,023,000 | 289,711 | 232,575 | 2,545,286 |
| Average gross ton miles per truck | 1,348,700 | 82,800 | 5,900 | 57,200 |
| Revenue: | | | | |
| Total revenue \$'000 | 39,974 | — | — | — |
| Revenue per ton mile \$ | 3.9 | — | — | — |
| Average revenue per truck \$ | 26,600 | — | — | — |
| Estimated annual population | 1,500 | 3,500 | 39,500 | 44,500 |

See footnotes at end of Table 6 A, page 11.

Note: Table 1A excludes the operations of vehicles in the urban category and the urban operations of for hire and private intercity vehicles (except mileage). For further explanation of the difference between Table 1 and Table 1A see page 5, paragraph 7 of text.

**TABLE 2. Total Operations (Intercity, Rural and Urban) All Trucks
by Gross Vehicle Weight Group**

| | 0-2½ tons 0-5,000 lb. | 2½-5 tons 5,001-10,000 lb. | 5-7½ tons 10,001-15,000 lb. | 7½-10 tons 15,001-20,000 lb. | 10-15 tons 20,001-30,000 lb. | Over 15 tons 30,001 lb. and over | Total |
|---|-----------------------------|----------------------------------|-----------------------------------|------------------------------------|------------------------------------|--|---------|
| Mileage: | | | | | | | |
| Total mileage travelled '000 | 48,455 | 180,398 | 17,023 | 32,730 | 37,853 | 107,167 | 423,626 |
| Average yearly mileage per truck | 5,000 | 3,800 | 2,700 | 4,400 | 9,100 | 29,500 | 5,400 |
| Fuel: | | | | | | | |
| Total gallons of gasoline consumed '000 | 3,645 | 15,659 | 2,275 | 4,558 | 5,936 | 10,895 | 42,968 |
| Miles per gallon of gasoline | 13.3 | 11.4 | 7.5 | 7.2 | 6.2 | 4.6 | 8.5 |
| Total gallons of diesel oil consumed '000 | — | 139 | — | — | 12 | 9,501 | 9,652 |
| Miles per gallon of diesel oil | — | 7.8 | — | — | 2.7 | 6.0 | 6.0 |
| Total gallons of other fuel consumed '000 | — | 47 | — | — | 281 | — | 328 |
| Miles per gallon of other fuel | — | 9.9 | — | — | 3.6 | — | 4.5 |
| Estimated annual population | 9,609 | 46,911 | 6,199 | 7,372 | 4,177 | 3,632 | 77,900 |

**TABLE 2 A. Intercity and Rural Operations Only of For Hire, Private Intercity
and Farm Trucks by Gross Vehicle Weight Group**

| | 0-2½ tons 0-5,000 lb. | 2½-5 tons 5,001-10,000 lb. | 5-7½ tons 10,001-15,000 lb. | 7½-10 tons 15,001-20,000 lb. | 10-15 tons 20,001-30,000 lb. | Over 15 tons 30,001 lb. and over | Total |
|--|-----------------------------|----------------------------------|-----------------------------------|------------------------------------|------------------------------------|--|-----------|
| Mileage: | | | | | | | |
| Total mileage travelled '000 | 4,202 | 83,723 | 8,303 | 14,621 | 18,523 | 79,620 | 208,992 |
| Percentage of total mileage travelled empty | 95.2 | 72.0 | 49.2 | 49.6 | 34.1 | 18.7 | 46.3 |
| Weight of goods carried: | | | | | | | |
| Total tons of goods carried '000 | 3 | 992 | 512 | 1,014 | 1,363 | 5,097 | 8,981 |
| Average weight carried ¹ ton | — | 0.6 | 1.4 | 3.7 | 4.4 | 16.6 | 10.5 |
| Average distance each ton was carried | — | 13.6 | 11.6 | 26.9 | 39.2 | 210.6 | 130.7 |
| Net ton miles: | | | | | | | |
| Total net ton miles performed '000 | — | 13,530 | 5,909 | 27,271 | 53,464 | 1,073,631 | 1,173,805 |
| Average net ton miles per truck | — | 500 | 1,200 | 5,900 | 28,700 | 687,300 | 26,400 |
| Capacity ton miles: | | | | | | | |
| Total capacity ton miles ² '000 | 3,221 | 95,832 | 23,837 | 72,232 | 128,701 | 1,533,747 | 1,857,570 |
| Average capacity ton miles per truck | 1,500 | 3,200 | 5,000 | 15,600 | 69,000 | 981,900 | 41,700 |
| Percentage of capacity utilized | — | 14.1 | 24.8 | 37.8 | 41.5 | 70.0 | 63.2 |
| Gross ton miles: | | | | | | | |
| Total gross ton miles ³ '000 | 6,275 | 162,721 | 31,209 | 79,811 | 136,328 | 2,128,942 | 2,545,286 |
| Average gross ton miles per truck | 3,000 | 5,500 | 6,500 | 17,300 | 73,100 | 1,363,000 | 57,200 |
| Estimated annual population | 2,100 | 29,572 | 4,780 | 4,622 | 1,864 | 1,562 | 44,500 |

See footnotes at end of Table 6 A, page 11.

Note: Table 2 A excludes the operations of vehicles in the urban category and the urban operations of for hire and private intercity vehicles (except mileage). For further explanation of the difference between Table 2 and Table 2 A see page 5, paragraph 7 of text.

TABLE 3. Selected Statistics by Gross Vehicle Weight Group

| Gross vehicle weight | For hire | | | | | | |
|----------------------------|-------------------------|---------------------------------|---------------------|------------------------|--------------------------|---------------|----------------------|
| | Weight of goods carried | Total miles travelled with load | Total net ton miles | Average weight carried | Average distance per ton | Total revenue | Revenue per ton mile |
| | '000 tons | '000 | '000 | tons | miles | \$'000 | ¢ |
| 20,000 lb. and under | 81 | 2,511 | 5,395 | 2.1 | 66.7 | 1,157 | 21.4 |
| 20,001-30,000 lb. | 284 | 5,734 | 21,285 | 3.7 | 75.0 | 2,483 | 11.7 |
| 30,001-50,000 lb. | 362 | 6,461 | 43,263 | 6.7 | 119.5 | 4,024 | 9.3 |
| 50,001 lb and over | 2,176 | 53,054 | 953,772 | 18.0 | 438.4 | 32,310 | 3.4 |
| Totals | 2,903 | 67,760 | 1,023,715 | 15.1 | 352.7 | 39,974 | 3.9 |
| | Private intercity | | | | | | |
| | Weight of goods carried | Total miles travelled with load | Total net ton miles | Average weight carried | Average distance per ton | | |
| | '000 tons | '000 | '000 | tons | miles | | |
| 10,000 lb. and under | 78 | 7,965 | 4,392 | | 0.6 | | 56.0 |
| 10,001-20,000 lb. | 241 | 5,014 | 10,838 | | 2.2 | | 45.0 |
| 20,001-30,000 lb. | 308 | 3,246 | 17,980 | | 5.5 | | 58.4 |
| 30,001 lb and over | 475 | 5,038 | 74,504 | | 14.8 | | 156.6 |
| Totals | 1,102 | 21,263 | 107,714 | | 5.1 | | 97.7 |

TABLE 4. Selected Statistics by Commodity Group

| Commodity group | For hire | | | | | | |
|---|-------------------------|---------------------------------|---------------------|------------------------|--------------------------|---------------|----------------------|
| | Weight of goods carried | Total miles travelled with load | Total net ton miles | Average weight carried | Average distance per ton | Total revenue | Revenue per ton mile |
| | '000 tons | '000 | '000 | tons | miles | \$'000 | ¢ |
| Live animals | 281 | 5,871 | 44,908 | 7.6 | 159.8 | 3,042 | 6.8 |
| Food, feed, beverages and tobacco | 462 | 13,924 | 186,316 | 13.4 | 402.9 | 7,457 | 4.0 |
| Crude materials, inedible | 118 | 2,199 | 45,928 | 20.9 | 389.5 | 942 | 2.1 |
| Fabricated materials, inedible | 827 | 7,961 | 158,466 | 19.9 | 191.7 | 6,231 | 3.9 |
| End products, inedible | 180 | 6,472 | 65,366 | 10.1 | 363.4 | 3,207 | 4.9 |
| General freight | 1,035 | 31,333 | 522,731 | 16.7 | 505.2 | 19,095 | 3.7 |
| Totals | 2,903 | 67,760 | 1,023,715 | 15.1 | 352.7 | 39,974 | 3.9 |
| | Private intercity | | | | | | |
| | Weight of goods carried | Total miles travelled with load | Total net ton miles | Average weight carried | Average distance per ton | | |
| | '000 tons | '000 | '000 | tons | miles | | |
| Live animals | 28 | 1,378 | 2,839 | | 2.1 | | 100.7 |
| Food, feed, beverages and tobacco | 286 | 7,389 | 36,144 | | 4.9 | | 126.2 |
| Crude materials, inedible | 33 | 724 | 3,166 | | 4.4 | | 95.0 |
| Fabricated materials, inedible | 580 | 5,261 | 49,668 | | 9.4 | | 85.7 |
| End products, inedible | 144 | 5,375 | 10,407 | | 1.9 | | 72.3 |
| General freight | 31 | 1,136 | 5,490 | | 4.8 | | 176.6 |
| Totals | 1,102 | 21,263 | 107,714 | | 5.1 | | 97.7 |

**SECTION II. TRAFFIC PERFORMED BY MANITOBA REGISTERED TRUCKS WITHIN THE PROVINCE,
JANUARY 1 - DECEMBER 31, 1964**

TABLE 5. Total Operations (Intercity, Rural and Urban) of All Trucks

| | For hire | Private | | | Total |
|---|----------|-----------|---------|--------|---------|
| | | Intercity | Urban | Farm | |
| Mileage: | | | | | |
| Total mileage travelled '000 | 42,292 | 45,163 | 214,634 | 78,622 | 380,711 |
| Average yearly mileage per truck | 28,200 | 12,900 | 6,400 | 2,000 | 4,900 |
| Revenue per mile (total mileage travelled) \$ | 51.3 | — | — | — | — |
| Fuel: | | | | | |
| Total gallons of gasoline consumed '000 | 4,927 | 4,435 | 23,637 | 9,013 | 42,012 |
| Miles per gallon of gasoline | 5.4 | 9.3 | 9.0 | 8.7 | 8.5 |
| Total gallons of diesel oil consumed '000 | 2,578 | 378 | 463 | — | 3,419 |
| Miles per gallon of diesel oil | 6.1 | 6.2 | 5.8 | — | 6.1 |
| Total gallons of other fuel consumed '000 | — | 284 | 44 | — | 328 |
| Miles per gallon of other fuel | — | 4.9 | 1.9 | — | 4.5 |
| Estimated annual population | 1,500 | 3,500 | 33,400 | 39,500 | 77,900 |

TABLE 5 A. Intercity and Rural Operations Only of For Hire, Private Intercity and Farm Trucks

| | For hire | Private | | Total |
|---|----------|-----------|---------|-----------|
| | | Intercity | Farm | |
| Mileage: | | | | |
| Total mileage travelled '000 | 42,292 | 45,163 | 78,622 | 166,077 |
| Percentage of total mileage travelled empty | 25.7 | 58.2 | 70.5 | 55.8 |
| Weight of goods carried: | | | | |
| Total tons of goods carried '000 | 2,836 | 1,074 | 4,976 | 8,886 |
| Average weight carried ¹ ton | 10.7 | 4.0 | 1.8 | 6.2 |
| Average distance each ton was carried | 118.3 | 70.4 | 8.5 | 51.0 |
| Net ton miles: | | | | |
| Total net ton miles performed '000 | 335,370 | 75,615 | 42,376 | 453,361 |
| Average net ton miles per truck | 223,600 | 21,600 | 1,100 | 10,200 |
| Capacity ton miles: | | | | |
| Total capacity ton miles ² '000 | 617,422 | 180,428 | 169,462 | 967,312 |
| Average capacity ton miles per truck | 411,600 | 51,600 | 4,300 | 21,700 |
| Percentage of capacity utilized | 54.3 | 41.9 | 25.0 | 46.9 |
| Gross ton miles: | | | | |
| Total gross ton miles ³ '000 | 773,048 | 220,754 | 232,575 | 1,226,377 |
| Average gross ton miles per truck | 515,400 | 63,100 | 5,900 | 27,600 |
| Revenue: | | | | |
| Total revenue \$'000 | 21,714 | — | — | — |
| Revenue per ton mile \$ | 6.5 | — | — | — |
| Average revenue per truck \$ | 14,500 | — | — | — |
| Estimated annual population | 1,500 | 3,500 | 39,500 | 44,500 |

See footnotes at end of Table 6 A, page 11.

Note: Table 5 A excludes the operations of vehicles in the urban category and the urban operations of for hire and private intercity vehicles (except mileage). For further explanation of the difference between Table 5 and Table 5 A see page 5, paragraph 7 of text.

**TABLE 6. Total Operations (Intercity, Rural and Urban) of All Trucks
by Gross Vehicle Weight Group**

| | 0-2½ tons 0-5,000 lb. | 2½-5 tons 5,001-10,000 lb. | 5-7½ tons 10,001-15,000 lb. | 7½-10 tons 15,001-20,000 lb. | 10-15 tons 20,001-30,000 lb. | Over 15 tons 30,001 lb. and over | Total |
|---|-----------------------------|----------------------------------|-----------------------------------|------------------------------------|------------------------------------|--|---------|
| Mileage: | | | | | | | |
| Total mileage travelled '000 | 48,455 | 179,544 | 16,920 | 32,477 | 37,635 | 65,680 | 380,711 |
| Average yearly mileage per truck | 5,000 | 3,800 | 2,700 | 4,400 | 9,000 | 18,100 | 4,900 |
| Fuel: | | | | | | | |
| Total gallons of gasoline consumed '000 | 3,645 | 15,620 | 2,259 | 4,531 | 5,907 | 10,050 | 42,012 |
| Miles per gallon of gasoline | 13.3 | 11.4 | 7.5 | 7.2 | 6.2 | 4.6 | 8.5 |
| Total gallons of diesel oil consumed '000 | — | 139 | — | — | 12 | 3,268 | 3,419 |
| Miles per gallon of diesel oil | — | 7.8 | — | — | 2.7 | 6.0 | 6.1 |
| Total gallons of other fuel consumed '000 | — | 47 | — | — | 281 | — | 328 |
| Miles per gallon of other fuel | — | 9.9 | — | — | 3.6 | — | 4.5 |
| Estimated annual population | 9,609 | 46,911 | 6,199 | 7,372 | 4,177 | 3,632 | 77,900 |

**TABLE 6 A. Intercity and Rural Operations Only of For Hire, Private Intercity
and Farm Trucks by Gross Vehicle Weight Group**

| | 0-2½ tons 0-5,000 lb. | 2½-5 tons 5,001-10,000 lb. | 5-7½ tons 10,001-15,000 lb. | 7½-10 tons 15,001-20,000 lb. | 10-15 tons 20,001-30,000 lb. | Over 15 tons 30,001 lb. and over | Total |
|--|-----------------------------|----------------------------------|-----------------------------------|------------------------------------|------------------------------------|--|-----------|
| Mileage: | | | | | | | |
| Total mileage travelled '000 | 4,202 | 82,870 | 8,200 | 14,369 | 18,304 | 38,132 | 166,077 |
| Percentage of total mileage travelled empty | 95.2 | 72.0 | 48.9 | 49.6 | 34.2 | 30.3 | 55.8 |
| Weight of goods carried: | | | | | | | |
| Total tons of goods carried '000 | 3 | 985 | 500 | 1,014 | 1,360 | 5,024 | 8,886 |
| Average weight carried ¹ ton | — | 0.6 | 1.4 | 3.8 | 4.4 | 13.3 | 6.2 |
| Average distance each ton was carried | — | 13.5 | 11.7 | 26.8 | 38.7 | 70.5 | 51.0 |
| Net ton miles: | | | | | | | |
| Total net ton miles performed '000 | — | 13,293 | 5,842 | 27,226 | 52,590 | 354,410 | 453,361 |
| Average net ton miles per truck | — | 500 | 1,200 | 5,900 | 28,200 | 226,900 | 10,200 |
| Capacity ton miles: | | | | | | | |
| Total capacity ton miles ² '000 | 3,221 | 94,846 | 23,503 | 71,081 | 127,093 | 647,568 | 967,312 |
| Average capacity ton miles per truck | 1,500 | 3,200 | 4,900 | 15,400 | 68,200 | 414,600 | 21,700 |
| Percentage of capacity utilized | — | 14.0 | 24.9 | 38.3 | 41.4 | 54.7 | 46.9 |
| Gross ton miles: | | | | | | | |
| Total gross ton miles ³ '000 | 6,275 | 160,877 | 30,830 | 78,780 | 134,393 | 815,222 | 1,226,377 |
| Average gross ton miles per truck | 3,000 | 5,400 | 6,500 | 17,000 | 72,100 | 521,900 | 27,600 |
| Estimated annual population | 2,100 | 29,572 | 4,780 | 4,622 | 1,864 | 1,562 | 44,500 |

¹ Net ton miles divided by miles travelled with load.² Capacity ton miles are determined by multiplying the actual number of miles travelled by the estimated capacity or the weight of the heaviest load carried, whichever is larger.³ Gross ton miles performed are determined by adding to the total ton miles performed the weight of the vehicle empty (tare) multiplied by total miles travelled.**Note:** Table 6 A excludes the operations of vehicles in the urban category and the urban operations of for hire and private intercity vehicles (except mileage). For further explanation of the difference between Table 6 and Table 6 A see page 5, paragraph 7 of text.

**SECTION III. INTERPROVINCIAL AND INTERNATIONAL TRAFFIC PERFORMED BY MANITOBA REGISTERED TRUCKS,
JANUARY 1 – DECEMBER 31, 1964**

TABLE 7. Tons of Goods Carried by Province of Origin and Destination

| Origin and destination | For hire | | | Private intercity | | | Total | | |
|---------------------------------------|---------------|-----------------|--------------|-------------------|-----------------|------------|---------------|-----------------|--------------|
| | Into Manitoba | Out of Manitoba | Total | Into Manitoba | Out of Manitoba | Total | Into Manitoba | Out of Manitoba | Total |
| | '000 tons | | | | | | | | |
| Newfoundland | — | — | — | — | — | — | — | — | — |
| Prince Edward Island | — | — | — | — | — | — | — | — | — |
| Nova Scotia | — | — | — | — | — | — | — | — | — |
| New Brunswick | — | — | — | — | — | — | — | — | — |
| Quebec | 53 | 65 | 118 | — | — | — | 53 | 65 | 118 |
| Ontario | 165 | 174 | 339 | 16 | 53 | 69 | 181 | 227 | 408 |
| Saskatchewan | 179 | 273 | 452 | 3 | 41 | 44 | 182 | 314 | 496 |
| Alberta | 65 | 67 | 132 | 4 | 7 | 11 | 69 | 74 | 143 |
| British Columbia | 9 | 9 | 18 | 3 | — | 3 | 12 | 9 | 21 |
| Yukon and Northwest Territories | — | — | — | — | — | — | — | — | — |
| United States | 3 | 7 | 10 | — | 7 | 7 | 3 | 14 | 17 |
| Totals | 474 | 595 | 1,069 | 26 | 108 | 134 | 500 | 703 | 1,203 |

TABLE 8. Selected Statistics by Commodity Group

| Commodity group | For hire | | | | | | |
|---|-------------------------|---------------------------------|---------------------|------------------------|--------------------------|---------------|----------------------|
| | Weight of goods carried | Total miles travelled with load | Total net ton miles | Average weight carried | Average distance per ton | Total revenue | Revenue per ton mile |
| | '000 tons | '000 | '000 | tons | miles | \$'000 | ¢ |
| Live animals | 36 | 1,511 | 14,991 | 9.9 | 413.2 | 588 | 3.9 |
| Food, feed, beverages and tobacco | 148 | 8,783 | 160,447 | 18.3 | 1087.4 | 3,229 | 2.0 |
| Crude materials, inedible | 31 | 1,828 | 40,609 | 22.2 | 1330.3 | 557 | 1.4 |
| Fabricated materials, inedible | 218 | 4,212 | 92,318 | 21.9 | 424.1 | 2,474 | 2.7 |
| End products, inedible | 50 | 3,511 | 45,058 | 12.8 | 898.2 | 1,511 | 3.4 |
| General freight | 586 | 23,270 | 462,495 | 19.9 | 788.7 | 11,861 | 2.6 |
| Totals | 1,069 | 43,115 | 815,918 | 18.9 | 763.5 | 20,220 | 2.5 |
| | Private intercity | | | | | | |
| | Weight of goods carried | Total miles travelled with load | Total net ton miles | Average weight carried | Average distance per ton | | |
| | '000 tons | '000 | '000 | tons | miles | | |
| Live animals | — | — | — | — | — | | — |
| Food, feed, beverages and tobacco | 37 | 874 | 12,576 | 14.4 | 336.9 | | 336.9 |
| Crude materials, inedible | 2 | 124 | 1,630 | 13.1 | 914.5 | | 914.5 |
| Fabricated materials, inedible | 82 | 1,578 | 28,112 | 17.8 | 343.8 | | 343.8 |
| End products, inedible | 7 | 179 | 866 | 4.8 | 123.1 | | 123.1 |
| General freight | 6 | 456 | 2,587 | 5.7 | 448.6 | | 448.6 |
| Totals | 134 | 3,211 | 45,771 | 14.3 | 342.4 | | 342.4 |

APPENDIX

Estimated Manitoba Truck Population

| Type of operation | 0-2½ tons 0-5,000 lb. | 2½-5 tons 5,001-10,000 lb. | 5-7½ tons 10,001-15,000 lb. | 7½-10 tons 15,001-20,000 lb. | 10-15 tons 20,001-30,000 lb. | Over 15 tons 30,001 lb. and over | Total |
|-------------------|-----------------------------|----------------------------------|-----------------------------------|------------------------------------|------------------------------------|--|--------|
| For hire | — | 41 | 28 | 152 | 253 | 1,026 | 1,500 |
| Private: | | | | | | | |
| Intercity | — | 2,182 | 257 | 345 | 439 | 277 | 3,500 |
| Urban | 7,509 | 17,339 | 1,419 | 2,750 | 2,313 | 2,070 | 33,400 |
| Farm | 2,100 | 27,349 | 4,495 | 4,125 | 1,172 | 259 | 39,500 |
| Totals | 9,609 | 46,911 | 6,199 | 7,372 | 4,177 | 3,632 | 77,900 |



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